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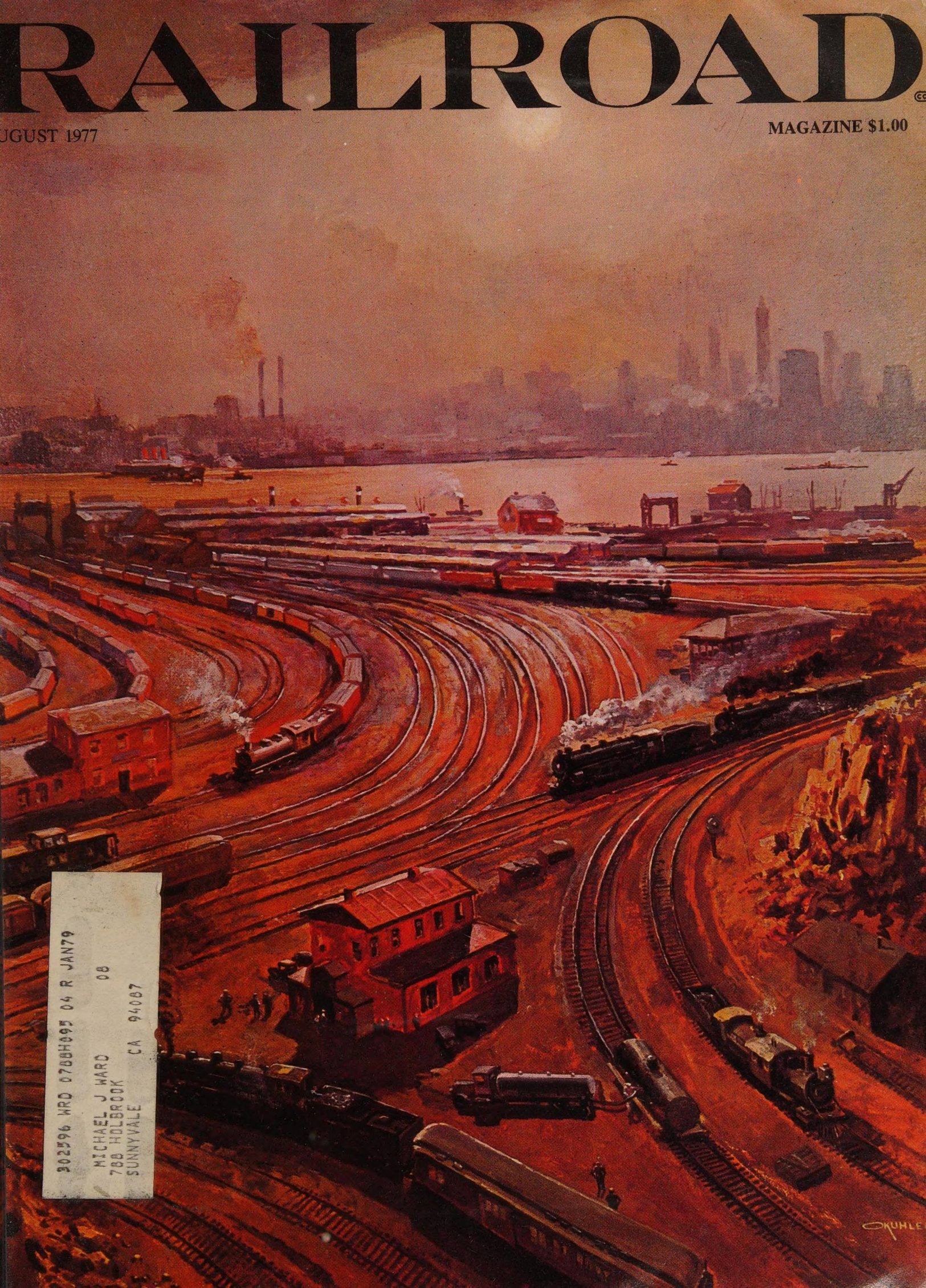

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ONE DOLLAR

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EDITOR

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ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

ROBERT SMREK
PRODUCTION MANAGER

LAURETTA SILVER
CIRCULATION SERVICES

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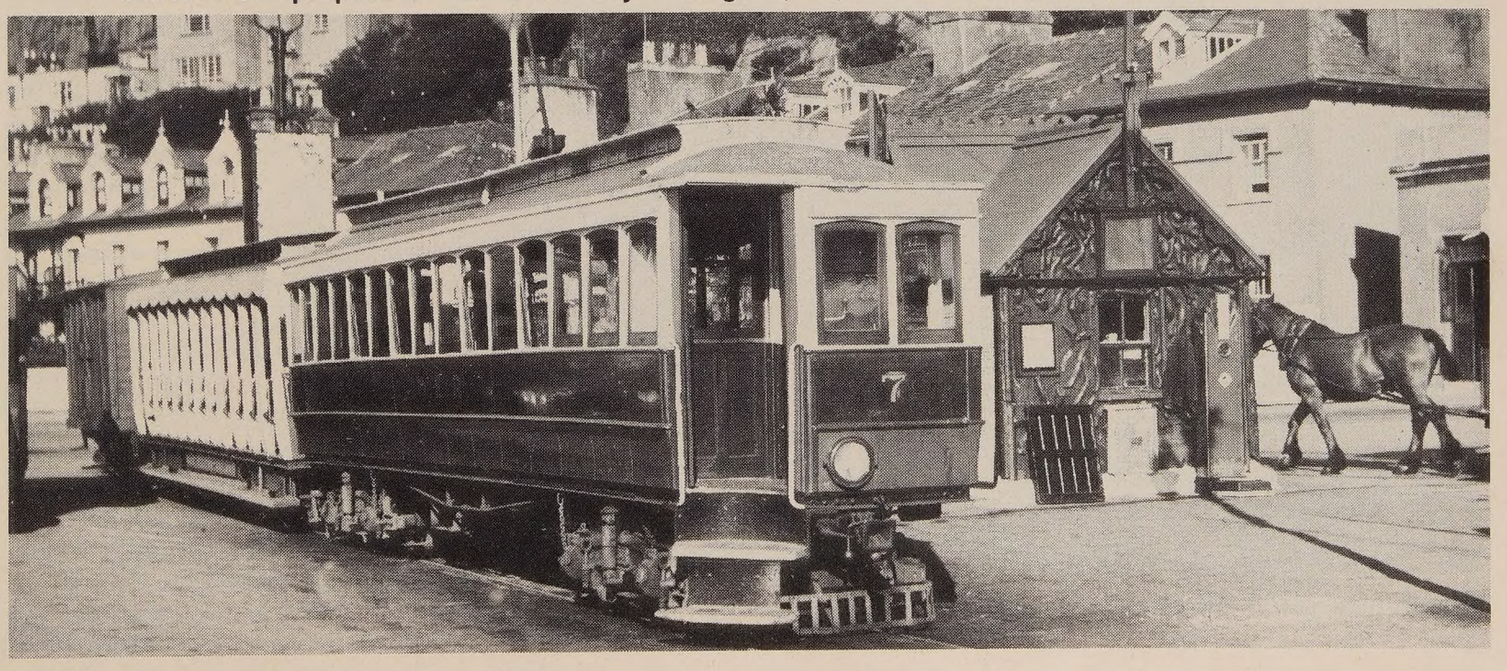
Raymond E. Ruffell, 2 Victoria Villas, Little Sandhurst near Camberley, Surrey, England

Derby Castle Terminus, Douglas, on Manx Electric Ry. (See page 24.) Motor No. 7, trailer No. 48 and boxcar No. 4 prepare for run to Ramsey on Aug. 27, '64, 1¼-hour coastal scenic trip.



THE MAIL CAR

where editors and readers meet

OTTO KUHLER, internationally famed designer of locomotive and train streamlining, author, railroad artist, and one of our *Interesting Railfans,* painted our front cover view of the Lake Shore (New York Central) railyard at Weehawken, N.J., in the steam age. He calls the oil painting "Playground for Trains." The original canvas measures 24x30". Dealers have priced it at $6,300. Otto writes from his home, 635 Camino Rancheros, Santa Fe, N.M. 87501:

"What intrigued me to do it were the sweeping curves of the tracks which they form in exiting from the tunnel under the Weehawken palisades. The smoggy sunlight on a winter morning scatters over the shiny rails and over the great activity caused by the coming and going trains. Some of them are being made up to be ferried across the Hudson River for New England rails. This view must have been a grandstand in its day for railfans.

"But the tremendous recent spurt of railroad passenger demand in ever-increasing enthusiasm hits me at a time when I have to quit, having reached my 83rd year in July. I have just donated 12 of my railroad paintings to the Museum of New Mexico (Box 2087, Santa Fe, N.M. 87503). For the past few months I have been distributing what was left of my etchings, paintings, magazine articles, etc., donating material for preservation to at least 25 museums in U.S. and abroad, particularly reminders of the glorious days of steam power.

"Sometimes it seems that my career was predestined by a charcoal-burner in Germany named Kuhler who produced the first batch of iron in 1560, thus becoming the first known ironmaster. Looking back upon my long and busy life, I realize it was lonely and challenging with its tasks. Today I am collecting and dispersing my visible remnants in words and pictures. Boston University has classified some of this material for future research."

(Ed. note: The above is part of a touching letter that Otto wrote to me as a longtime friend. He wrote it under the impression that his health was failing rapidly and there were certain things he wanted to tell me while he still could.)

Otto Kuhler, world-famed railroad artist, shown beside one of his paintings.

Our back cover, made by *Interesting Railfan* Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 01408, shows former Canadian National 0-6-0 No. 47 enveloped in steam as she steps gingerly from the roundhouse at North Conway, N.H., to begin her day of tourist runs on the Conway Scenic. There aren't many places in this land of ours where you can witness scenes comparable to this one.

Views and Reviews

DID YOU KNOW that a 7-mile steam railroad during its history carried more passengers than any big trunk line in America? It's true. We mean the Centennial Narrow-Gage Ry. in Philadelphia, which operated two 8-wheeled engines, the

Hand-bombing with a smile. Down at Shantytown, New Zealand, 21-year-old Elizabeth Koch of North Adelaide, Australia, tried her hand at shoveling coal on Infants Creek Tramway 0-6-0T on Dec. 6, 1976. The tank locomotive was built in 1897 by Sharp & Stewart Company in Glasgow, Scotland.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031.

Schuylkill and the *Delaware* (named for the city's two rivers), inside the grounds of the nation's Centennial Exhibition for 156 days, beginning May 13, 1876. Your editor's parents, who were Philadelphians, rode that line as small children. Two trains each made 32 trips daily with up to seven 8-wheeled passenger cars, often carrying 100 people per car. The railway was nearly circular. It hadn't an inch of straight track, but had curves of 250-foot radius on grades of 135 feet per mile and 35-pound iron T-rail.

During the 156 days each engine made 35,000 stops with the then-new Westinghouse airbrakes. The *Schuylkill,* class 8-18c, had four coupled driving wheels 3½ feet in diameter and weighed 42,560 pounds. The *Delaware,* 8-18d, had six coupled drivers of 3-foot diameter and weighed 39,000 pounds. Neither was out of service for an accident all season. Can any reader lend us a picture of this line for publication?

WHAT has a $1.2 million-a-year electric bill, a 33-man security force, its own railroad spur and three dozen ambassadors from the United Nations?

What else but that unofficial palace of presidents, film stars, kings and queens, the world-renowned Waldorf-Astoria. With 1800 employes and nearly 2000 suites and guest rooms, the Waldorf since its opening in 1931 has played host to more world figures than any other hotel on earth. But its underground railroad spur is no longer being used.

THESE ANSWERS to readers' queries come from Robert Andrews, DBA, CPA, Professor of Business at Indiana State University, Box 935, Norwich, Conn. 06360:

Park & Pollard operated 185 refrigerator cars in Aug. 1930, according to *The Official Ry. Eqpt. Register* for that date. Ohio & Mississippi is now part of B&O (Chessie System). It gives that system entry into St. Louis from Cincinnati.

I know of no book written on the Wheeling & Lake Erie, but part of John A. Rehor's *The Nickel Plate Story* deals with it. For history of the Virginian, see H. Reid's book, *The Virginian Ry.,* and April '39 *Railroad Magazine.* Stephen Greene Press published book, *Train Wrecks,* in 1969.

PRR roster appeared in *Railroad Magazine,* July through Nov. 1941. Also, William D. Edson's book, *Keystone Steam & Electric,* covers all locos built for PRR since 1906, the year *Railroad Magazine* was founded. For info, write Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.

Mechanical info on various locos and boilers is available in R&LHS publication *Railroad History.* Grand Rapids & Indiana is covered in old R&LHS *Bulletins* 19 and 31, also in March '67 *Railroad Magazine.* For membership in the Society write its president, Howard F. Greene, Box 966, Pocasset, Mass. 02559.

Our Monthly Newscast

THE VILLAGE of Briarcliff Manor, N.Y., has received a check for $1,112.64 from Penn Central. This event was a landmark. It was the first payment the former railroad company has made under a tax compromise plan recently approved by its bankruptcy court in Philadelphia.

Under that plan, most state and local taxing authorities are offered the option of accepting immediate payment for roughly half of their tax claims. But in return for speedy payment, they must renounce the remainder of their claims, including interest and penalties. PC still owes state and local governments about $523 million in back taxes.

TWO RETIRED Long Island RR. commuter cars are on a new mission—to foster the creative resources of handicapped children and exhibit their art work. Jean Kennedy Smith, sister of Senator Edward M. Kennedy, christened the cars the Very Special Arts Festival Train.

"Some people are reluctant with the handicapped," she says. "It makes them feel uncomfortable. But this train is sort of a loving thing. Everybody gets a terrific lift. The people who see it and the children who participate."

SANTA FE has just acquired an additional 700 jumbo covered hopper cars to augment its fleet for the wheat harvest season. ATSF now has 13,172 such cars, the largest in the industry.

CHESSIE SYSTEM and the Delaware & Hudson jointly announce the establishment of direct interchange service at Buffalo, N.Y. The new deal speeds up freight service greatly between Chessie's St. Louis and Cincinnati Gateways and points in New York, New England, and Canada served by D&H through Binghamton, N.Y.

A NEW CONCEPT for handling rail piggyback traffic involving revolutionary equipment which can be hauled with less energy than conventional methods and is more economical to build and less costly to maintain, is announced by Santa Fe Railway. The new equipment was shown in connection with a visit by the company's board of directors to the railroad's new $2.5 million "Big Lift" piggyback terminal near Denver.

Designed and built by ATSF personnel, the prototype includes six skeleton-type cars, which consist of little more than a center sill with a fixed hitch at one and and aprons at the opposite end to carry the wheels of a trailer. Semi-permanently connected by articulated couplings, the prototype is appropriately nicknamed "The Six Pack."

The tare weight of a train of the new equipment capable of carrying 100 trailers would be about 35 percent less than conventional equipment. Design engineers calculate that each round trip of a new train loaded with 100 trailers between Chicago and Los Angeles would save about 5,200 gallons of diesel fuel, due to the decreased weight.

MEMBERS of the United Transportation Union covered by the rail wage agreement of Jan. 29, 1975, received a cost-of-living bonus of 18 cents per hour on July 1. The 4 percent general wage increase called for in the agreement also became effective on that date.

SOUTHERN RAILWAY SYSTEM won the top railroad employee safety award for 1976—a year in which Southern fatalities dropped to an all-time low. It was the first time the Southern won an E.H. Harriman Memorial gold medal. Other gold medalists were the D&RGW, the Florida East Coast, and the Philadelphia, Bethlehem & New England, a switching and terminal company. Silver or bronze medals went to by 8 other roads.

THE ICC is discouraging abandonments. All the railroads it regulates are required to file system diagram maps and statements on the subject of future abandonments of rail ser-

vice in compliance with the Revitalization and Regulatory Reform Act of 1976. Conrail in its filing said it plans to make a detailed study of its 17,000 route-mile system. Conrail admits it can't legally abandon any rail service before next April 1. Should a service discontinuance be sought, the service can still be kept up if the state or responsible individuals such as online shippers offer to underwrite its operating cost.

"WE'RE into the biggest rebuilding program in The Rock's 125-year history," boasts an ad beneath a color-photo of blue-and-white Rock Island diesel locomotive 284, along the side of which is painted "The Great American Energy Saver." Ted Zirbes, the road's manager of public relations, writes: "Consider: The Rock was on the mat and all but counted out as one of the nation's largest railroads when a dejected group walked over to a Federal Court two years ago and filed a Section 77 proceeding. The 'bootstrapping' since then could turn out to be one of the country's greatest success stories. We have come a long way in a short time."

CONTAINERIZED freight moving in international trade by the railroads' land-bridge services has "diminished the importance of the Panama Canal," and represents one of several innovations in railroading which promise to produce major traffic gains for the industry. So says James E. Martin, vice president, operations and maintenance, of the Association of American Railroads, citing a recent study showing that 51 percent of all cargoes in U.S. Pacific trade in 1975 moved by the railroads' "bridge" service, bypassing the Panama Canal.

The Personality Parade

WORK PRESSURE has forced busy Jim Edmonston to stop editing *Headlight & Markers,* the Cincinnati Railroad Club newsletter (Room M-6-C, Cincinnati Union Terminal). But Jim is still doing *Trackside in the Diesel Age* for us. He did a great job on *H&M* for ten years. Former *H&M* editor Mike Weber and John Render have taken it over, effective with June issue.

NEW ROLE for Dick Murdock, Southern Pacific locomotive engineer, author of many fiction stories and fact articles in *Railroad Magazine,* and an *Interesting Railfan.* Dick and Jayne May, whom he married recently, have jointly published a 126-page paperback book consisting of intimate bits of the tempestuous love letters they wrote to each other prior to marriage. The book, *Love Lines,* is lyrical prose. A copy may be had for $4 postpaid from the authors, Box 343, Ross, Calif. 94957.

AFTER 35½ years with Louisville & Nashville, Martin RoBards has retired from the editorship of *Family Lines Magazine.* In pursuing stories for its predecessor, *L&N Magazine,* he traveled thousands of miles over the L&N System, usually lugging a 4x5 Speed Graphic camera, a bag full of flash bulbs, and a couple dozen holders. His retirement is due to heart trouble—a condition which nutritionists say can be avoided, sometimes healed, by a regular use of vitamins, particularly E and B complex.

ONE OF THE BEST "mood" pictures we have published in a long time is Richard Steinheimer's night study of a deserted SP water tower at Garnet, Calif., in our July '77 issue, page 26, rich with memories of Bill Knapke and Harry Bedwell. We regret that the credit line got lost before the magazine went to press. "Stein," as he signs himself, lives at P.O. Box 639, 29 Palms, Calif. 92277.

E.J. QUINBY, one of our *Interesting Railfans,* had this piece in a recent issue of *Brass Pounders' Gossip:* "During the Mardi Gras last year the *Delta Queen* took a capacity load of vacationers down the river from Cincinnati to New Orleans. There we tied up at the French Quarter and discovered the USS *Atule,* a fleet submarine there on a visit from her Key West base. Hospitality prompted me to get up on the Texas deck and serenade the sub on our steam calliope. I played *Anchors Aweigh* and a couple of hornpipes, then began syncopating the music into Morse, inviting the captain and his personnel to pay us a visit.

"The surprised radioman on the

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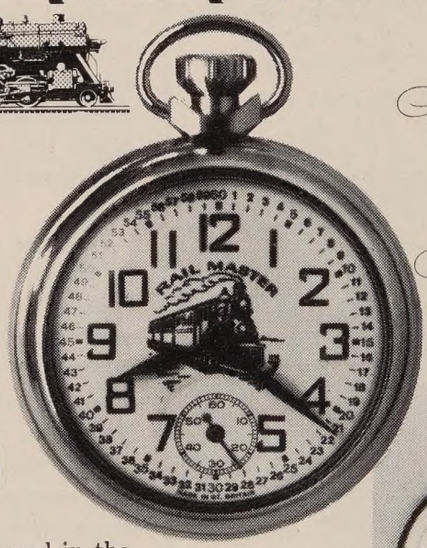

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deck of the sub dashed below to report to his skipper: "Captain, there's some nut on that paddlewheel steamer playing music on the whistles and sending us telegraph messages, inviting us over for a visit, sir."

"The sub's skipper let his off-duty section and a few officers come over. We took them along with us on a tour of the harbor, which we had arranged for some city officials. The captain reciprocated by inviting our personnel and passengers over for a visit and inspection of his vessel. The radioman of the USS *Atule* now boasts that he copied 20 words a minute from a steam callipe."

AFTER 25 years with the Louisville & Nashville (recently the Family Lines System), Edison H. Thomas has retired from his job as manager of the company's new bureau. Ed lives at 9402 Janna Dr., Valley Station, Ky. 40172. He rates wide recognition as a railroad historian and is one of our *Interesting Railfans.*

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I LEAN HEAVILY on Sy Reich's rosters for information in connection with my engine pictures.—Wm. Bassler, 1501 N. Pearl St., Centralia, Wisc. 98531.

INTERESTING RAILFAN Bill Withuhn is now vice president, personnel and training, of the new Virginia & Maryland Railroad, a 96-mile freight common carrier, which began service last April 1 between Pocomoke City, Md., and Norfolk, Va. The road's first annual budget is about $3 million. Hauling V&M freight is former Long Island RR. locomotive 200, the first of LIRR's large class of Alco C240's, reports the *Bulletin* of New York Div., Railroad Enthusiasts.

ONE of our South American fans is 18-year-old Julio Cesar Pastine, Remedios Escalada de San Martin 389, (1706) Haedo, Buenos Aires, Argentina, who tells us how delighted he was when he first saw *Railroad Magazine* on sale in his city. Julio is a diesel fan, an avid follower of Jim Edmonston's *Trackside in the Diesel Age* and Sy Reich's rosters.

Interesting Railfan's Wife

TWO YEARS AGO, I married a railfan named Elizabeth ("Beth" for short). She wasn't a railfan then. In fact, her entire railroad experience at that time consisted of one train ride on the Long Island Rail Road and one on the New Haven. But Beth is very much of a railfan today. I took her on a Canadian National 6060 fantrip; we have ridden the *Southern Crescent,* and have chased American Freedom Train engine 4449. Now, she is the administrator of The Steam Locomotive Fund Committee, Inc. This is a non-profit group organized for the sole purpose of restoring ex-LIRR G-5s engine No. 39 to operating condition for excursion service.

Our greatest adventure together occurred in early 1976 when we spent six weeks chasing steam locomotives in five African countries: Sudan, Kenya, Rhodesia, South Africa, and Ghana. Beth was a real trouper, especially in the Sudan and Ghana. Even after she had badly sprained an ankle near Nairobi, we were in an automobile driving 300 miles to Mombasa, just two days later, she with her leg propped up in the back seat, while we chased maroon 4-8-2 Garratts all the way to the Indian Ocean. In Rhodesia, she ran a big 4-6-4-plus-4-6-4 Garratt and otherwise spent a lot of time in engine terminals along the line.

In the Sudan, a country where native women are regarded as mere chattels, Beth was a big hit and became the first of her sex ever to operate and qualify on a steam locomotive, a little 0-6-0T. After brief instruction, she ran it all over the yard by herself!—Ron Ziel *(Interesting Railfan),* Box 39, Bridgehampton, N.Y. 11932.

In the Days of Steam

IS THIS A RECORD? I was born Aug. 11, 1889, hired out to the C&NW on Sept. 4, 1910, and retired Sept. 1, 1959. I read in *The Locomotive Engineer* that Brother H.S. Patsel of Crewe, Va., thought he did a big day's work putting in 15 tons of coal in a coalburner in 15 hours.

Well, in World War I and a few years after I fired a six-wheel coalburner, No. 1600, between Chicago and Elroy, Wisc., on passenger train 506 and mail-express train 515. We left

(Left) Elizabeth Ziel, wife of Ron Ziel. (Above) she is photographing South African Rys. 2-foot-gage 2-6-2+2-6-2 Garratt at Estcourt in 1976.

Both photos by Ron Ziel, Box 433, Montauk Hwy., Bridgehampton, N.Y. 11932

Chicago at 10:00 p.m. and were due in Elroy at 2:05 a.m. That was 204 miles with five stops—and I shoveled 20 tons of coal in 4 hours and five minutes! Evansville, Wisc., was the halfway stop where we took on 10 tons of coal and had room for 10 more when we arrived at Elroy. I did this for nearly 5 years until I was promoted to a regular freight run.

Now that I am retired, my wife and I are living in Alpha, Ky. where I was born. I enjoyed my job; we had good men to work with.—A.L. Marcum, in *The Locomotive Engineer.*

VICTOR G. WESTMAN'S cover painting on your May issue, showing a New York, New Haven & Hartford train on the long grade near West Pawling, N.Y., in 1940, evokes memories of days when I was working this territory from Oct. '42 until I retired in Jan. '71. I handled every symbol job on that line, also many extras. The road was double-tracked until CTC came in around 1960. The locomotives we had were Santa Fe type L-1's 3200-3249. They were 2-10-2's with 63" drivers, 77,800 lbs. tractive force, and carried 200 lbs. steam pressure. Vic's title is good, "Thunder at West Pawling." Both engines must be down in the corners and the throttle all the way out on the head end as well as the pushers.—Irving G. Estes, 89 Central St., Woodsville, N.H. 03785.

MY RAIL career began with firing on the Grand Trunk's carferry *City of Milwaukee* across Lake Michigan, then Pere Marquette carferry No. 10 across the Detroit River to Windsor, Ont., Canada. My first job of firing a locomotive was on the Wabash, then on the Pere Marquette, where I fired everything I caught off the extra board: through freight, yard, and passenger.

One run I'll never forget was an express, No. 38 from Toledo to Detroit. I timed the engineer at a mile in 36 seconds, over 100 mph, for two miles! Our engine was a large 700 class Pacific, the 721, a "hand bomber." The next day the same train made even better time, a mile in 34 seconds, between Plymouth, Mich., and Detroit! That was the fastest land trip I've ever known, I wound up as fireman and engineer on the Detroit, Toledo & Ironton for 28 years, the last 15 years driving a diesel most of the time on a local run between my home town of Napoleon and Tecumseh, Michigan.—Oliver Bathurst, 511 Orwig, Napoleon, Ohio 43545.

MIKE EAGLESON'S coverage of Turkish steam in our June issue is drawing a tremendously favorable response from our readers—letters too numerous to quote here.

IT AMUSES me to read the comments about calling a train engineer a *hoghead* or numerically as *hoggers.* Let's leave the latter term out. Many years ago *The Saturday Evening Post* ran an interesting article entitled "Hogs, Hogheads, and Tallowpots." It was a well-written, respectful account about steam locomotives and the men who manned them.

Tallowpot, of course, was the nickname given the fireman, as his duties of the early years included pouring tallow from a pot into the steam chest and valve chambers of the locomotive. That name, as we all agree, is far from befitting the fireman of later years. But *hogs,* as steam locomotives were called because of ther demand for tons of coal, and *hogheads,* for the men handling that type of power, were widely used in those days as slang names. Such names were common years ago in railroading and not intended to demean our position of locomotive engineer in the days of steam power.—G.C. Becker, 122 Deerwood Rd., Charlottesvilla, Va. 22901, in *The Locomotive Engineer.*

INTERESTING RAILFAN Ramona K. McGuire, 2235 Tehama No. 7, Redding, Calif. 96001, sends us an unusual train order dated 4/18/77, regarding a run from Roseville to Dunsmuir, Calif., which says, among other information:

"Will operate Amtrak Steam Special unit 4449 eighteen (18) cars . . . It will be necessary to entrain diesel unit behind unit 4449 to operate from San Luis Obispo thru to Eugene. Entrainment of diesel unit behind steam locomotive will permit the use of dynamic brakes on diesel unit. Road foremen of engines are to ride this equipment over respective districts. Maximum speed permitted 45 mph. All costs in connection with this special, including meals, lodging, transportation, deadheads, and any other costs for supervision, fueling, watering, servicing, are to be reported under document 144203."

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Water vs. B&O Rails

WHITE WATER river rafting, a $3 million industry along the Youghiogheny River in southwest Pennsylvania, could be sunk by a court case over a railroad crossing.

An estimated 80,000 persons are expected to make the 6½-mile trip between Ohiopyle and the river exit at Stewarton this summer unless the Baltimore & Ohio blocks their path.

River enthusiasts must walk up an embankment and over two main line tracks to waiting buses when they leave the Youghiogheny. B&O contends it is unsafe for so many people to walk over its tracks, and has built a mound of dirt at the site to discourage pedestrian traffic.

"Crossing the tracks is just an unnecessary hazard for fun-lovers," says B&O attorney Gary F. Sharlock.

Four commercial river rafting companies and two individual white-water enthusiasts have gone to U.S. District Court in Pittsburgh to force B&O to remove the barrier.

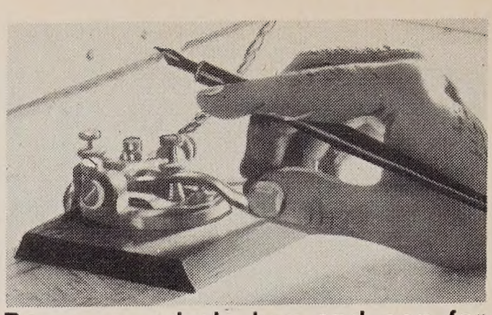
"B&O takes the position that the white-water boaters who exit the river are trespassers," said attorney Stuart N. Hutchison III. "We take the position that there has been a public crossing at Stewarton for 105 years. Historically, it appears there was a road over the tracks that went down to the river."

The Youghiogheny runs over six sets of rapids on its way from the launch site at Ohiopyle. There is no exit before Stewarton because the river flows between 600-foot cliffs. If the exit is closed, boaters will have to continue over 11 miles of flat water to Connellsville before leaving the river. The added distance could crimp the 14-year-old river rafting industry.

Morse Telegraphy

IN CONNECTION with E.S. Dellinger's "Brass-Pounding Girl" we are reprinting "World's Greatest Telegraphers," by William E. Shelton, from *Brass Pounders' Gossip,* bimonthly publication of the Toledo Morse Telegraph Club:

CAN ANY of your old-time telegraphers go back in history and recall *The Operator* magazine in the 1880s? It was tops in its field and all ops, both railroad and commercial, eagerly awaited each new issue.



Brass pounder's key and pen for copying train orders, about 1950.
Canadian National Railways

The question often arose, "Who's the best and fastest telegrapher in the business?" As early as 1875 an operator named E.C. Boileau sent (by hand, of course) a total of 450 words in ten minutes. His record stood unchallenged until 1881, when W.J. Curtis sent 500 words of "straight matter" in 11 minutes and 14½ seconds.

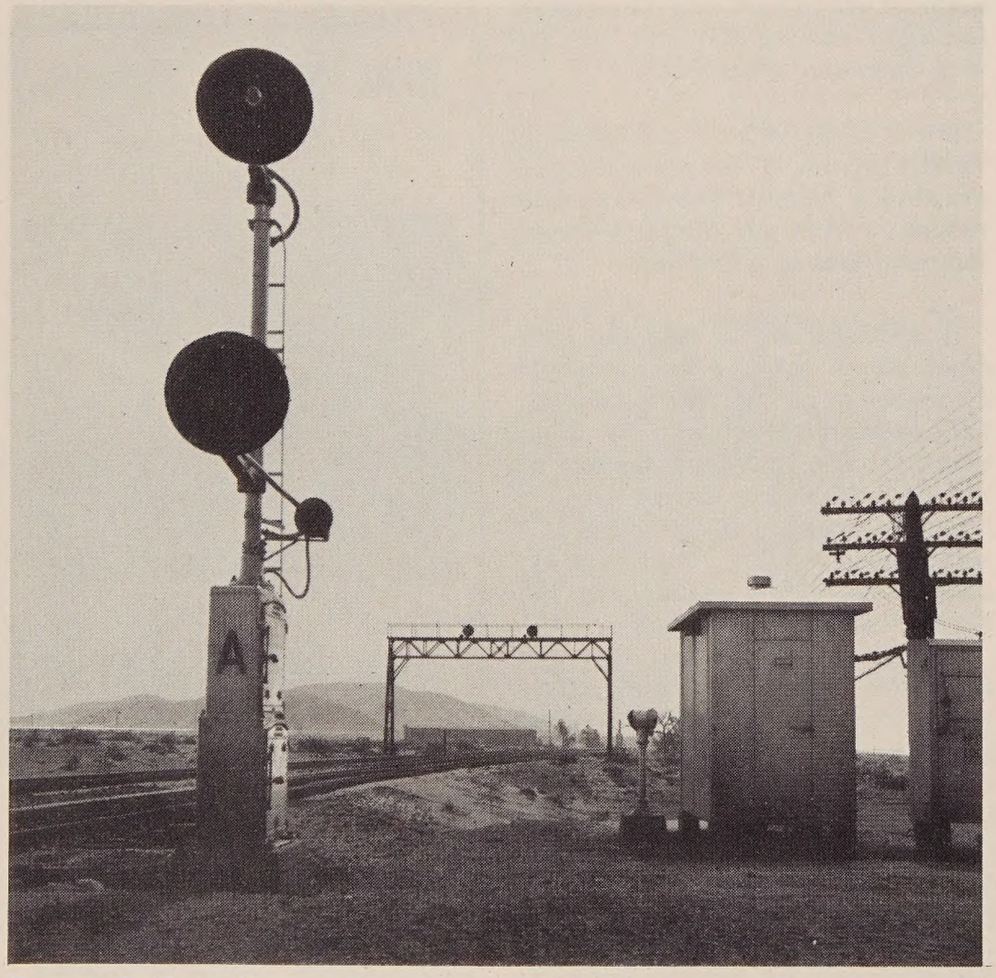
This great achievement fell by the wayside two years later when A.S. Ayres did the same feat in 10 minutes flat—without an error and again by hand. Then in 1890 B.R. Pollock set the record of 260 words by hand in just five minutes. But in 1902 F.M McClintic sent, without error, 517 words in just ten minutes.

In 1907 Michael J. Dugan, an op in St. Louis, sent 835 messages by hand at one sitting, averaging 92⅓ messages per hour. Six years later in 1913 he was still putting it out but had "slowed down" to 703 messages for one day's work, and his average had dropped to 82 per hour.

Even so, he was still fast enough to beat his fellow St. Louisan, Andrew Wachter, who sent 610 messages for an average of 74½ per hour. This is still some sending, even with a "bug." In 1914 W.A. Roche of Detroit topped out 10,031 messages, averaging 49 per hour. In 1915 MJ. Wolinsky, of San Francisco, sent 12,242 messages or 54 per hour. But in 1916 W.B. Oliver appeared to be the fastest of all, doing a total of 925 complete messages at the amazing rate of 102.77 per hour!

Probably the fastest of all operators was T.S. Brickhouse, who sent by hand 60 messages in 28 minutes, in tournament competition. For this he won a Carnegie Medal. Close behind him in this 1915 speed run was H.C. Emrich, who sent the same messages but used one and one-half seconds longer. Third place went to C.V. Barfield with 59½ messages in 30 minutes.

That, brother telegraphers, was



Garnet, Calif., looking eastward toward the hills in the direction of Indio, showing CTC facilities that Harry Bedwell wrote about in our August, 1975 issue: "CTC Comes to Garnet." He was working there when this installation displaced the old train-order station. Then the diesels did the rest.
Photographed in 1976 by Richard Steinheimer

THROW AWAY YOUR OLD GAS-GULPING, POWER-ROBBING SPARK PLUGS!

Now!...*Run Your Car Without Spark Plugs...

GET MORE HORSEPOWER, MORE MILES PER GALLON USING ONLY YOUR ORDINARY GAS!

***This revolutionary new invention, installed in less than 15 minutes, is so different it had to be given a brand-new name ... the FIRE INJECTOR. It must give you MORE horsepower, MORE miles per gallon for the life of your car. See unprecedented Guarantee below!**

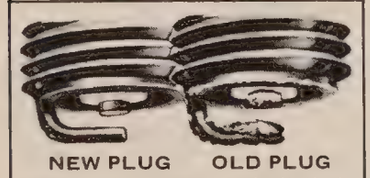
Your car runs because gasoline is fed into the cylinders where a spark causes it to fire. This action causes the gasoline to explode—this explosion pushes down the pistons. Now, here is the important thing to you. The larger this spark is, the more powerful the explosion. The more powerful the explosion, the more **power** you get from a given amount of gasoline.

Poor explosion means wasted gas, loss of power, poor getaway, bad starting, a sluggish car. A good explosion means more miles per gallon, more horsepower, better pickup, quick starting, an exciting car to drive.

WHAT CONTROLS YOUR ENGINE EFFICIENCY?

Your spark plugs control the efficiency of that explosion. And if they are **borderline** plugs, not only do they give a small spark to begin with, but they get worse every mile you drive. **That** you can see for yourself! Put a new set of spark plugs in your car and then look at them at 100 miles — at 1,000 miles — at 5,000 miles. Every time you look you will see more filth and carbon...more of the electrode burning and eroding away.

Why, some of the new high compression engines can burn up a set of spark plugs in a couple of thousand miles of driving. *Now, you tell me how a weak, inefficient spark from a filthy, burned-out plug can possibly give you the kind of flashing, economical performance you want from your car!*



NEW PLUG OLD PLUG

Spark plug experts admit that plugs only 200 hours old can waste **up to one quart of gas out of every gallon you buy**...that's 25¢ for every $1.00 you spend. And—after only 10,000 miles, they're ready for the garbage!

STOP USING YOUR OLD BORDER-LINE SPARK PLUGS NOW!

Now, read very carefully what I'm going to suggest. I am going to give you the idea to **stop using 10,000-mile spark plugs in your car!** That's right...get rid of them forever! But, you may ask: *"If I get rid of my plugs, what will make my engine run?"*

Well, please remember that if you were told a couple of years ago that your car could run without a carburetor, you simply wouldn't have believed it—yet today you can have gas injection and get more mileage, efficiency and power from less gas—and in a few years gas injection will have replaced carburetors on most cars. In the same way, all you have to do is to replace your old, borderline, inefficient spark plugs with a modern fuel ignition system, and you can do it yourself in 15 minutes if you've never handled a tool in your whole life!

MECHANICS AND ENGINEERS READ THE FOLLOWING CAREFULLY

Now, the new fire injection I am talking about is so inexpensive that it can pay for itself in gasoline savings alone. For the moment, forget about the **extra pep, power** and **performance** that can be in store for you. Forget about the **savings in spark plug servicing and replacement, the savings in wear and tear on pistons and cylinders.** Just remember that *one plug mis-firing in a V-8 engine can cut mileage by as much as* 12%. Just remember that this fire injection system can pay for itself in gas savings.

Let me tell you how:

A spark plugs jumps a spark of electricity across an air gap; this is very wasteful, and limits the size of the spark.

A **fire injector** fires on the surface of a semi-conductive material which delivers a heavy, powerful flame that will not blow out at pressures far greater than those created by high-compression engines!

On borderline spark plugs, the air gap is always getting larger—wasting power and gasoline. Your plugs are constantly accumulating filth and carbon because of inefficient ignition.

A **fire injector** has no air gap to erode away. It will actually outlast your automobile, delivering maximum efficiency without servicing or replacement. There is no wasted gasoline, no loss of power to which you are entitled.

Ordinary spark plugs have to be replaced regularly — or for extra life, you must remove them — clean them — regap and then re-install them.

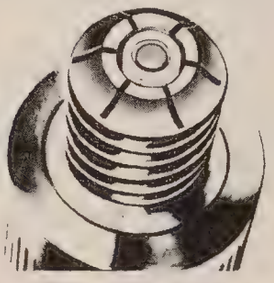
A **fire injector** is guaranteed for the life of your car - no cleaning, servicing, replacing.

POSITIVE, SCIENTIFIC PROOF!

When you get your set of **Fire Injectors,** here is all you do. If you have automatic transmission — make a note of how fast your car crawls forward when it is in the drive position with the motor idling. If you have a sports car, a racing car or a boat — make a note of the tachometer RPMs when idling.

If you have a regular transmission, put your car in low gear on a level road and notice its speed with the motor idling. Next, take any inexpensive spark plug wrench and remove your spark plugs. You'll never need them again! Just screw your **fire injectors** into the spark plug openings.

✓ CHECK THESE DIFFERENCES!

SPARK PLUG	FIRE INJECTOR
	
• Fires across air gap	NO air gap to erode away
• Wire electrode burns away	NO wire electrode
• Carbon ruins firing tip	NO tip deterioration
• Needs cleaning & setting	NO cleaning or setting
• Needs periodic replacing	NO replacing
• Spark blows out under pressure	NO blowing out even at highest compression

If you have automatic transmission, now put your car in drive and let your engine idle. If your car stood still with spark plugs, it will now move forward at from 4 to 6 miles per hour; that means the amount of gas that just kept your engine turning over will now carry you **further — faster — cheaper!**

If you have a racing car, sports car or boat, your RPMs will increase up to 200 *more* at idling, up to 300 *more* at high speed.

If you have regular transmission, in low gear and with your motor idling, your car will more forward 4 to 6 miles per hour *faster.* In other words, no matter what you drive, here is **absolute proof** that you can go **further** — go **faster** — go **cheaper** when you have proven **fire injectors** in your car!

ORDER YOUR FIRE INJECTORS NOW!

You can have your set of **Fire Injectors** for the year and model of your car for a fraction of their value, and if they do not deliver maximum performance, you get your money back within 30 days, or **FREE** replacement for as long as you own that car.

GUARANTEE: Use your **Fire Injectors** entirely at our risk ... give them every test you can think of ... **power — economy — starting — smoothness — performance,** etc. Then, if you are not completely satisfied at the end of 30 days, simply return them for full refund. We further guarantee **Free Replacement** of any **Fire Injector,** regardless of the reason, for as long as you own your car. Every set of **Fire Injectors** is fully protected by a world-famous insurance company.

INTERNATIONAL AUTOMOTIVE LABS CORP.
380 Madison Avenue Dept. RS-2829
New York, N.Y. 10017

Yes! ... I want to try **Fire Injectors** at your risk. If, at the end of 30 days I am not completely delighted ... if the **Injectors** don't do everything you say, I will simply return them for my money back.

☐ I enclose the full price ... you pay the postage.
☐ Send COD—I will pay postman plus postage and COD charges.

☐ Set(s) of **4** Fire Injectors **$7.90** ☐ Set(s) of **6** Fire Injectors **$11.85** ☐ Set(s) of **8** Fire Injectors **$15.80**

Car #1 Make_____ Year_____ Model_____ # of Cyls._____

Car #2 Make_____ Year_____ Model_____ # of Cyls._____

Name_____

Address_____

City, State, Zip_____

brass pounding at its fastest. It was commercial work. However, in railroad competition in this tournament. R.C. Bartley sent 41½ messages in 30 minutes and R.H. Redmond was second with one less message in the same time. We'd like to know which railroads they worked for.

One of the most amazing of all telegraphic feats was that of Bud F. Rupple, who handled the New York-Chicago bonus circuit for Western Union in the early 1900s up to the early 1920s. He sent 106,254 complete messages, with only *one* error charged against him. That record has never been equalled or approached. Now, with Morse telegraph on the decline, it never will be.

Old Dispatcher Writes

YOUR May '77 *Information Booth* told about "Head-On Joe" Connelly staging ersatz wrecks of steam locomotives on an exhibition basis around the nation, which brought him money and fame. I wrote a long story on this that you published in April, 1933, and featured on the front cover. Joe was then a neighbor of mine in Des Moines, Iowa. I got the story and pix directly from him.

Besides being a free-lance writer, I spent most of my life in telegraph service, retiring in 1956. I am now 83. Some 25 years ago I was a dispatcher on the Pacific Coast Railroad, a 37-mile terminal facility with double tracks and electric block signals in Washington State, serving two other roads as well as itself: the Chicago, Milwaukee & St. Paul and the Great Northern.

Each road's crews made an indefensible claim to priority, being understandably eager to get their trains moving. The Milwaukee had a time freight that we had to take good care of. One day it showed up at Maple Valley, where the big road turned over its traffic to the Pacific Coast for entrance into the Seattle yards. Our line had a daily turnaround out to Benton, a major industrial area, for switching and, at day's end, picking up loads to be pulled out.

On this particular day, the PC local, an extra, was occupying the mainline in front of the Benton depot, marking time while waiting for the completion of waybills. It had the Milwaukee hotshot stymied. The latter's conductor used a pole telephone to contact me and raved about being stalled. I asked him if our local had the double-track switch blocked, since it ended tentatively at Benton. He said no. Then I told him to pull down to the depot and get running orders over the wrong main from Benton to Black River tower, about three miles, so he could bypass the local.

I put out the proper running order, and the time freight crossed over onto the eastbound main. But about that time the PC local decided to take off. Soon I had them both running neck-and-neck to see who'd be first into the Seattle yard, which had only switch engine to handle traffic.

The Black River towerman yelled over the phone: "Hey, DS, I've got two trains coming at me from the east! Which one do I let in first?"

I replied: "The Milwaukee drag is a scheduled time freight and therefore second class. The PC local is an extra, and third class. So what's your problem, sonny?"

"Hokay! The hotshot goes first."

Then my phone blasted from the BR towerman: "The hogger on the PC local is parked right down here below me, shaking his fist and demanding a four-toot go-ahead."

"Tell him," I said, "that if he wears out his whistle, you and I will chip in to buy him a new one."—Thomas V. Garry, 330 W. Ocean Blvd., Long Beach, Calif. 90902.

CP Rail

Solar Energy. CP Rail has mounted an experimental solar electrical generator—a two-foot-square panel with circular silicon cells—one-third the way up this mountain radio communications antenna (in line with the hut roof). Electrical cables connect it to a battery which stores the electrical energy drawn in through the cells. The solar generator powers radio repeater housed in the adjacent building. Located 3,500 feet above sea level at Silver Creek, B.C., it is the first of its type in the CP Rail communications system, extending radio coverage from Revelstoke to Glacier.

Canada Heard From

A NEW *Maid of the Mist* incline railway is being operated this summer at Canada's Niagara Falls. It carries tourists from the top of the Niagara Gorge (at the foot of Clifton Hill) to the *Maid of the Mist* boat dock. Styling of the railway cars is similar to those of the International Railway which operated an electric railway through Queen Victoria Park, Niagara Falls, from 1893 to 1932.

Only 56 incline railways have been

built and operated in North America since the early 1850s. Five of these are in Canada, and two belong to the Niagara Parks Commission. The other three are in Quebec. In addition to the *Maid of the Mist* incline, NPC also operates the Horseshoe Falls Incline Railway in Niagara Falls.

CANADIAN PACIFIC LTD. has bought the largely American-owned Toronto, Hamilton & Buffalo Ry. for $6.5 million. It first concluded an agreement to obtain 100 percent control of the company from trustees of bankrupt Penn Central and the Michigan Central as well as the Canada Southern. Canadian Pacific had previously held about one third of TH&B's shares.

The TH&B operates 250 miles of freight track in southern Ontario. It also runs a passenger train that connects with Amtrak trains in Buffalo.

CP RAIL has introduced a $2.5 million truck-rail container transportation system for moving copper concentrate over a 1,200-mile route from a new mine at Pickle Lake, 350 miles northwest of Thunder Bay, Ont., to smelters at Noranda, Quebec. This is a major initiative in the largely untapped market for domestic containerization.

CANADIAN NATIONAL has just under 4,000 rooms in nine hotels across Canada, and not enough of them were occupied often enough in 1976 to yield a profit for CN Hotels. In a year of bad business for the hotel industry generally, CN Hotels had a loss, before interest on investment, of $0.1 million. In 1975 it had a profit of $3.6 million.

CN's mobile medical services are now rolling on a new set of wheels—rubber ones. After nearly 50 years of using specially converted railway cars for required physical check-ups of its employees, the management has introduced four new medical vans. These vans look like piggyback trailers and are believed to be the first units to combine medical facilities and living facilities for traveling para-medics. A pick-up truck with a trailer hitch hauls them.

The alleged proposal by Canadian National to buy about 800 used refrigerator railcars from a U.S. railroad railway was met with angry criticism by Gerald Vetman, president of the Nova Scotia Federation of Labor.

Vetman termed the proposal "absolutely atrocious", especially in light of many Canadian steelworkers "walking the streets looking for work."

Westbound CP Rail freight rolls down the Kicking Horse Valley between Field and Golden, B.C., past an abandoned train-order office in fall of '74.

W.R. Hooper, Box 1662, Golden, B.C. VOA 1HO, Canada

Overseas Railroading

THE ORIENT EXPRESS, a 94-year-old legend of the golden age of railroading, rumbled into Instanbul's Sirkeci station last May 22nd on its final 1,900-mile run from Paris. First-class passengers leaned from windows and gulped champagne as the train creaked to a stop. Second-class riders, apparently unaware of the occasion, tumbled off and soon disappeared in the crowds.

The 18 first-class passengers got down and all joined hands to sing "Auld Lang Syne" for the train, a casualty of the air-transportation age. On its last run the *Orient Express* had only one first-class sleeper and three day coaches. Passengers had to supply their own water, food, and refreshments. Most of the first-class riders said the trip was worth the $375 ticket. Every night during the 60-hour trip, there were champagne toasts and dancing in the aisles.

The famous train left Paris 17 minutes late. A small crowd of train buffs came to wave farewell. Railroad administrations of the five countries served by the *Orient* decided to drop it for economy reasons. One reason was a lack of passengers on the East European sections of the trip.

BRITISH RAIL'S (Western Region) High Speed Train with 380 passengers on board did the 117¾-mile journey from Bristol to Paddington in 68 min. 20 sec. at an average speed of 103.5 mph, claimed to be a world record, last May 8. The HST did even better going back to London on the same day so we must watch for further record-breaking speeds, eh!—John Drayton (retired BR engine driver) 60 Allt-yr-yn View, Newport, Gwent, NFT 5GG, Great Britain.

GREAT BRITAIN issued on May 11 six different 11d. postage stamps for the jubilee of the Tallylynn Railway of Wales. They are red, green, and black and are obtainable from philatelic dealers in U.S. and overseas.

SYDNEY, N.S.W., Australia, will get its own "bullet" train to Canberra in a State Government move to win thousands of passengers away from the airlines. Self-propelled and air-conditioned equipment will do the trip in three hours.

The *Indian-Pacific,* which operates between Sydney and Perth has built up a world-wide reputation, and is ranked by overseas railway experts as "one of the ten best trains in the world."

When introduced seven years ago, this transcontinental run provided two services in each direction. The demand for accommodation was such that the Railways of Australia increased the frequency to three services a week and again in July, 1975, to four trips weekly in both directions.—A. Mann, P.O. Box 3, Drummoyne, 2047, N.S.W., Australia.

ITALY'S new electric passenger train, the *Tortoise,* recently made its maiden trip of 86 miles with 11 cars from Rome to Citta Della Pieve, near Florence making 118 mph on tracks designed for up to 155 mph speeds. This is equal to the 13-year-old systems operating between Tokyo and Osaka, Japan. But the planned 250-mile stretch between Paris and Lyon, France—to be completed by 1982—will serve 186-mph trains. making them the world's fastest.

There is some talk of eventually combining the Italian, French, and German "racetracks" into one network competitive with airlines. As most major European cities are only a few hundred kilometers apart, 155-mph trains could travel almost as quickly as planes. Since European plane fares are currently three times higher than second-class train fares and twice as high as first-class train tickets, this would cut heavily into air travel.

THE SMOOTH running of Japan's "bullet" super-express trains was hit for a day recently by crows building their nests on power poles and causing cuts at a Tokyo electricity substation.

If you plan to visit Japan, include on your itinerary a trip aboard one of the special trains of the Japanese National Railways.

The trains, known as *Ozasiki Ressha* (tatami-floored train), are equipped with TV sets, tape recorders, piped-in music, and offer Japanese-style rooms complete with alcove and sliding doors. They are booked to capacity—so make reservations.

A NEW loop line was opened May 9th in Liverpool, England: a nearly-circular railway which runs under the City Center and has four stations. Moorsfields, largest of the four, replaces Liverpool Exchange Station of the former Lancashire & Yorkshire Ry., which closed April 29th after 127 years. I rode the last train from Exchange. It was filled to capacity. On board a piper played *The Last Lament* on his bagpipes as we pulled out of Exchange.—Dennis J. Flood, 8 Frost St., Edge Hill, Liverpool L7 OEL, England.

SOME MORON in England recently boarded a train and tried to get fresh with Janis Kerr. This girl is not only England's champion shot-putter, but stands 6 feet tall, weighs 170 pounds. As soon as the masher made his pass, Janis jumped to her feet, let go with an uppercut. When the train stopped at a station four minutes later, Janis handed her prize to the police.

"I think," he says, "I scored one for every woman who has found herself molested on a train. It happens too often. Something has to be done to stop it. Maybe I have."

Locomotive Alarm Bells

MANY YEARS AGO, before I went into engine service on the French National Railway, I lived on a single-track line where the station bell would tell you which way the train was coming in. Bells have fascinated me ever since fhe days when I was a choir boy and earned a nickname, "The Beadle," which means a clergyman's assistant, from ringing the church bells for a local priest. I was known by that name on the main lines southeast of Paris.

A fellow named Robbie used to help me with the church bell-ringing. He and I lost sight of each other after we quit school. Then in 1943, during the German occupation of France, I got a job at the engine terminal in Montargis. Every morning the foreman would assign each crew to its routine tasks of maintenance, boiler overhauls, cranks, and engines in steam between runs. There were about 150 of us.

Often new men were hired. One morning in that mass of men in coal-streaked blue work clothes I spotted a young fellow in a clean shirt. It was Robbie coming to work on the railroad. In front of that crowd he exclaimed, "Why, it's The Beadle!" and he rushed forward to throw his arms round me.

French locomotives carried alarm bells on their tenders until after the nation was liberated from the Germans in 1945. In an emergency, the conductor could signal the engineer to stop. I kept one of those bells on my locker in the engine terminal and liked to hear it clang when someone walked by. That tender bell has since been added to my collection of railroadiana.

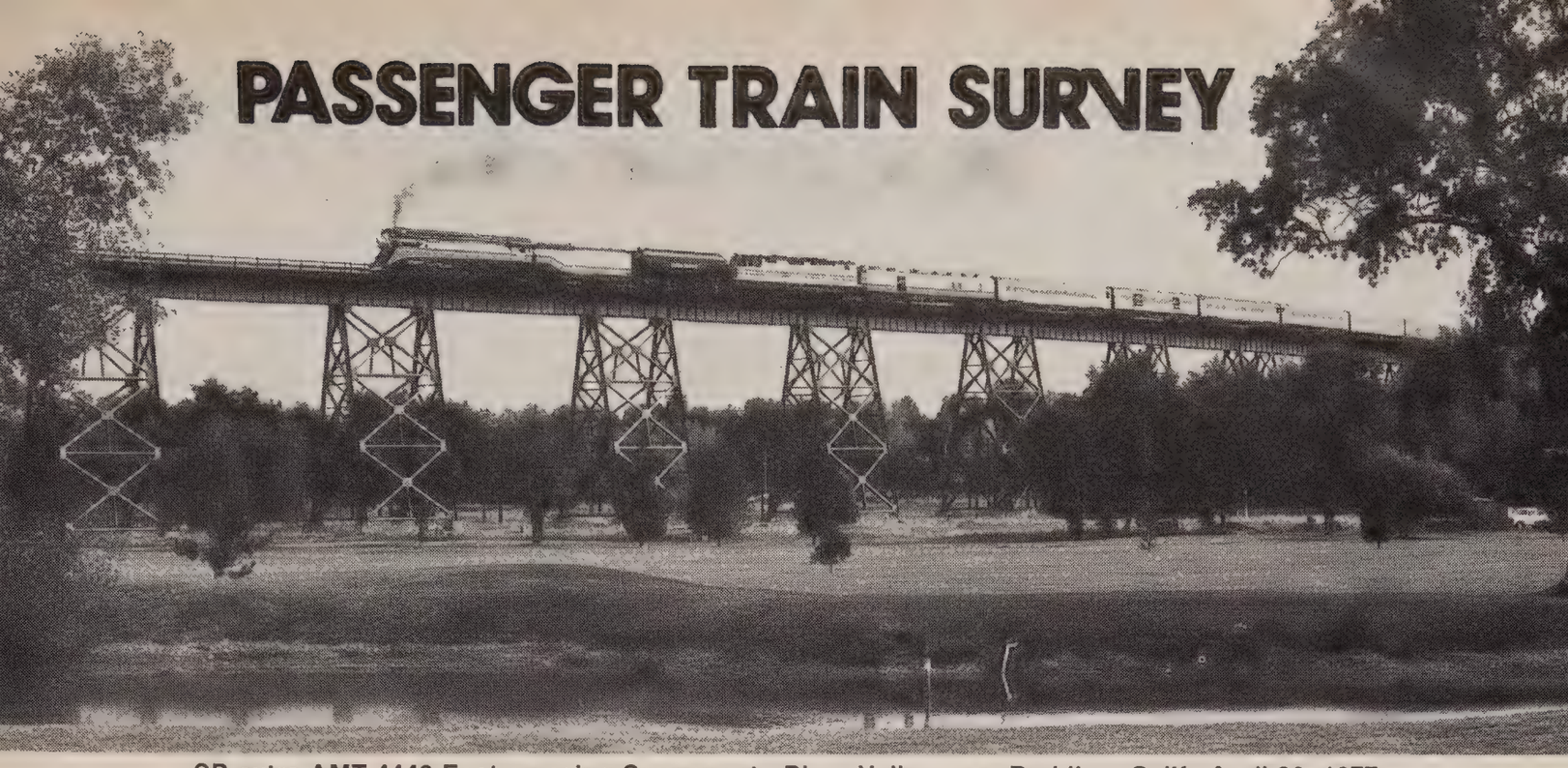
Not so long ago, with the help of Dominique, my eldest son, I managed to save a station bell from a junkyard. It weighs 750 pounds and it's more than 100 years old. We set it up outside the old crossing watchman's shanty that we had bought from the railroad.

The bell used to ring to announce trains running at 25 miles per hour. Now it watches them go by at 100 mph on the mainline from Paris to Clermont-Ferrand. All we want it to do in its retirement is to announce visitors to our grade-crossing hut, which also is more than a century old.—Serge Vitry, French locomotive engineer (translated by Daniel Behrman, 4 Rue Joseph Bara, 75006 Paris, France).

(Note from Dan Behrman: Your May cover painting by the engineer-artist is great. *Railroad Magazine* remains unique. All the other magazines that I know of in your field have a somewhat patronizing attitude toward railroaders—the attitude of a fan who regards the working railroader as someone who stands between him and the object of his affection.) ●

Victor G. Westman

PASSENGER TRAIN SURVEY



SP extra AMT 4449 East crossing Sacramento River Valley near Redding, Calif., April 29, 1977.
Michael Wilkie, 595 Leaside Ave., Victoria, B.C.

AMERICA'S NEWEST train, *The Pioneer,* the first passenger train between Seattle and Salt Lake City through southern Idaho in more than six years, made its unaugural run June 4 before starting regular service June 7. The preview run gave residents along the route a chance to inspect new Amfleet equipment.

The Pioneer consists of an Amdinette car, with beverage, snack, and light meal service; and long-distance Amcoaches with cozy, reclining, legrest seats. Every seat has a convenient tray-table for eating, writing, or playing cards, plus an individual reading light. Ceiling, walls, and floor are carpeted for sound absorption. There is, of course, air-conditioning.

An experimental Norfolk-Cincinnati train, *The Mountaineer,* made its last runs May 31. The following day a new train, *The Hilltopper,* began daily service on some of the same routing through Virginia and West Virginia.

The new train starts and terminates in Washington, D.C., also serving Richmond, and is the first through train service between that capital and western Virginia. Among the larger communities it serves are Roanoke and Bluefield, W. Va. The *Hilltopper's* western terminus is the tri-state station at Catlettsburg, Ky., also serving nearby West Virginia and Ohio communities. Here passengers may connect with Amtrak's *James Whitcomb Riley* for Cincinnati and Chicago. (Incidentally, the *Riley* now stops at historic Manassas, Va., site of two great Civil War battles, not to mention battling Jack Dempsey's nickname, "the Manassas Mauler.")

Since mid-June, Amtrak has been offering its first daily service all the way between Chicago and Laredo, Texas, on the Mexican border. The formerly tri-weekly train was changed to daily between Chicago and Forth Worth, Texas, last Oct. 31, but remained tri-weekly between Fort Worth and Laredo.

The *Inter-American* serves three state capitals on its 2,332-mile run. It is routed from Chicago to St. Louis with stops including Springfield, the Illinois state capital and hometown of Abraham Lincoln; continuing to Texas via Little Rock, capital of Arkansas; then serving such major Texas cities as Fort Worth, Dallas, Austin, and San Antonio en route to Laredo.

At Nuevo Laredo, across the Rio Grande, you may board the National Railways of Mexico *Aztec Eagle,* which runs daily to Monterrey and Mexico City. With sufficient notice, Amtrak can arrange reservations for you on the *Aztec Eagle,* but Amtrak cannot guarantee same-day connection with the Mexican train.

Amtrak's other "Mexican connection" is via the New Olreans-Los Angeles *Sunset Limited* to El Paso, where you cross the border to Ciudad Juarez to board *El Fronterizo* to Chihuahua, Aguascalientes, and Mexico City.

AMTRAK has established an in-house Toastmasters Club for supervisory employees at its L'Enfant Plaza headquarters in Washington, D.C. This is Amtrak's first such in-house club. Other railroads utilizing Toastmasters training include the Southern Railway in Washington and the Burlington Northern in St. Paul and Seattle.

AMTRAK has signed an agreement to lease two high-speed Canadian-built LRC trains which feature a tilting-body suspension system that permits operation around curves at higher-than-usual speeds.

The LRC is a joint venture of Alcan Products Canada, Ltd., Dominion Foundries & Steel Ltd. and MLW Industries Division of Bombardier-MLW Ltd. Initial operation of these rapid, comfortable trains will be on the Vancouver, B.C.; Seattle, Wash., and Portland, Ore., routes.

Each train set will consist of a streamlined, low-profile diesel locomotive, four coaches, and a combination coach with food service, accommodations for the handicapped, and a premium-class section. Each loco has four axles and produces 3,700 gross horsepower. On March 12, 1976, the LRC attained a speed of 129 mph on Canadian Pacific's Montreal-Quebec City route.

UP AGAIN! Effective June 1, Amtrak fares rose what it says is an average of 3 percent throughout the country but on some routes as high as 13 percent. A surcharge of 25 cents is added to fares up to $6.57; 50 cents for fares of $6.75 to $15; and $1 for fares above $15. As usual, blame it on inflation. The last previous Amtrak fare boost was on June 15, 1976.

CANADIANS like U.S. residents, may now telephone Amtrak toll-free for information and reservations on the U.S. rail passenger system Calls go directly to Amtrak information and reservations agents. Eastern Canadians may call 800-263-8130; for central and western Canada, 800-263-8170.

THE ICC has modified its regulations governing the speed of passenger trains and eliminated the section requiring railroads to pick up all the costs for upgrading trackage. Trains must now obey slow orders and speed restrictions. Previously, the trains were required to operate no slower than they did before May 1, 1975.

Amtrak has been ordered by the ICC to pay $395,000 to the Terminal Association of St. Louis for the use of the St. Louis Union Station during a two-year period ending July 14.

CONTINUED OPERATION of commuter rail passenger service over the Boston & Maine in the Boston metropolitan region is assured by a $4.8 million Federal grant announced by U.S. Secretary of Transportation, Brock Adams. The grant is the first to be made to a commuter authority under the commuter rail subsidy provisions of the Railroad Revitalization and Regulatory Reform Act of 1976.

TRANSPORT 2000, a national federation of transport users, with members in nine provinces, has expressed guarded optimism about the Canadian Transport Commission's *Preferred Plan for Western Transcontinental Passenger Train Service.*

Harry Gow, recently re-elected national president, said the plan preserved a basic network of transcontinental and regional passenger services.

The plan calls for transcontinental trains to cross Canada on the CP line with connecting through service on the Canadian National between Winnipeg and Vancouver. A regional service is proposed between Capreol and Winnipeg on the CN northern Ontario line. The Commission recognizes that sleeping and meal services are not a luxury on a transcontinental train but a necessity to attract passengers.

While gratified by the general thrust of the plan, several directors of Transport 2000 express disappointment with the inordinately slow schedules and poor service to northern Ontario communities along the CN. Another serious deficiency is the low quality of rail service provided over the CN route between Capreol and Winnipeg. A further hardship for residents of Northern Ontario is the discontinuance of the local Sudbury-White River trains.

Amtrak Derailments

DIESEL LOCOMOTIVES that have a way of jumping the track—and bad track itself—have forced Amtrak to add from one to six hours to the running times of some of its long-haul trains for safety reasons, reports *The New York Times.* Tough new speed restrictions on curves have been ordered mainly on scenic Western routes through the Rockies and coastal ranges. Meanwhile, Amtrak has started a program to overhaul the locomotives involved.

Trains primarily affected by the new slowdowns are the *Empire Builder,* between Chicago and Seattle on a route across northern Montana; the *North Coast Hiawatha,* between Chicago and Seattle on a more southerly route; the *San Francisco Zephyr,* Chicago-Denver-California; the *Sunset Limited,* Los Angeles-New Orleans; and the *Coast Starlight,* Seattle-Los Angeles. The stretched-out running times were not announced but are reflected in new schedules.

Amtrak has been plagued by derailments and old cars and by rough, worn-out track since it took over most of the nation's rundown passenger service from private railroads just six years ago.

Outside of the Northeast and except for some "turbo trains," Amtrak uses diesel locomotives for power. The workhorses of Amtrak's non-electrified services, heavy, SDP-40's built by General Motors, have been involved in 14 derailments in three years, an Amtrak spokesman admits.

In those derailments, some of which spilled cars all the way over on their sides, one person was killed and 332 were injured. The accidents were scattered in various sections of the country—East, South, and West. Ironically the slowdowns are coming at a time when Amtrak is far advanced in re-equipping its nation-wide fleet with new, comfortable passenger coaches having speed capabilities of 120 miles an hour behind the right locomotive and on good track.

Homer Tomlinson checks in on Long Island R.R. train carrying L.I. school children on day's outing.

Long Island Rail Road

Long Island Tours

SCHOOL CHILDREN being treated to the circus at New York's Madison Square Garden, fishermen relaxing at breezy Captree State Park while angling for flounder and sea bass, senior citizens enjoying a leisurely stroll through breathtaking Old Westbury Gardens, and a family reveling in sun and surf at Jones Beach—all are having a day's fun and relaxation because they decided to place their travel plans in the hands of Homer Tomlinson, whose headquarters is in the Jamaica station.

As manager of Long Island Rail Road group sales, he has arranged tours for hundreds of thousands of people since he helped to organize the department in 1959.

"People are looking for something

Yosemite Valley R.R. 4-4-0 No. 23 with train at El Portal, Calif., June 4, 1942. Three years later the railroad was abandoned and area torn down.

William O. Gibson, 4427 30th St., San Diego, Calif. 92116

Dowager ex-New Haven station at Bridgeport, Conn., March 15, '77, now owned by city, was abandoned when new high-level platforms were built.

Victor G. Westman, 52 Bear Mountain Rd., Danbury, Conn. 06810

interesting or different to do," Tomlinson says. "Since most of the tours we plan are one-day excursions, it's an ideal way to do things without getting involved in the time and expense of a full-fledged vacation."

Travel tours for schools and other organized groups on Long Island comprise the largest category, with over 150,000 people taking advantage yearly of trips to the highlights of New York City, among other places. LIRR also offers more than 80 escorted Saturday, Sunday, and weekday sightseeing tours of the island and Connecticut from May through October, where transportation, meals, and admission to points of interest are included in package deals. Since these tours are coordinated with buses and subways, people needn't worry about finding their destinations by themselves or getting lost.

"One novel tour was for a convention group in which an Indian raid was staged on the train at Shinnecock Hills station," Tomlinson says, "and, we had a special train for a couple's 35th wedding anniversary with a dinner and champagne aboard."

There have been fund-raising trips to "nowhere," from trains with dancing and breakfast on board, and Santa Claus train. One hit is the bike train, now in its 18th year. Between 600 and 800 cyclists and bikes travel by train to a certain location on Long Island; then they pedal their way to another spot 40 miles away and get back to their original point of departure by rail again.

"Last year a blind man and his seeing-eye dog went on six different LIRR trips," Tomlinson recalls. "We got special permission for him to touch objects and museums and other places. Occasionally, widows and widowers meet on one of our trains and end up by getting married. We are now offering a new escorted tour of *Falaise,* summer home of Harry F. Guggenheim. Tourists can visit this beautiful mansion, followed by a luncheon at historic Milleridge, all for $15."

Down by the Depot

BECAUSE the City of Columbus, Ohio, allowed the demolition of its handsome Union Station Arcade, an edifice listed in the National Register of Historic Places, it has been denied the grant of $6 million which it had sought from the Federal Government for construction of a new transportation facility on that site. Jerome C. Premo of the Urban Mass Transportation Administration wrote to Mayor Tom Moody that the razing "violates the spirit of the law and is totally inconsistent with UMTA principles." This is the first UMTA refusal of a grant for such a reason.

The Arcade was an ornate railroad entryway designed by Daniel H. Burnham and built in 1897. It consisted of a series of columned stone arches leading to a central grand arch of large Corinthian columns. Decoration of the structure included friezes and carved medallions.

AMTRAK spent $500,000 to build new platform stations or refurbish existing depots in Oregon, Idaho, and Utah for the resumption of transcontinental rail passenger service out of Portland. The cross-country service, abandoned May 2, 1971, was revived June 7, linking Portland directly with Chicago and eastern points.

Amtrak will spend almost $200,000 for a new passenger stution in Canton, Ohio. Rail passengers there have been using a shelter since the old depot was condemned and razed earlier this year. The City of Canton has agreed to provide landscaping for the new station, also a parking lot, police protection, and snow removal.

Rail Passenger Books

PASSENGER TRAIN ANNUAL NO.2, compiled and written by Kevin P. Keefe and Kevin McKinney, PTJ Publishing Inc., P.O. Box 397, Park Forrest, Illinois 60466; 73 pages, 10½x8½", fine coated stock, thick paper back, b&w and color photos, $5.95. (Available from Railroad Magazine Book Service.) Picture-book: a superb collection of photographs in black & white and color, competently captioned, very little text matter. Divided into six parts: Once Upon a Timetable; Classic Color Schemes; The Seventies: Tradition and Transition; A Red, White, and Blue Sampler; Great Stations: Kansas City in Twilight, and Rio Grande Review. A proud addition to any bookshelf, passenger-train put out by the publishers of Passenger Train Journal.

RAIL-PASSENGER RENAISSANCE FOR CALIFORNIA, Proceedings of the Conference Held at San Diego on May 21-22, 1976, published by the University of California, Berkeley, 463 pages, 5¼x8½", paperbacked, mostly text matter, illustrated with line drawings, maps, graphs, and car diagrams; also a bibliography. Essentially a book for city planners, railroad managementss, and railcar builders, this volume contains a wealth of technical information that only the most serious transit fans also would find interesting. ●

N.Y. Central & Hudson River 4-4-2 hauling *Empire State Express* about 1900.

Harry P. Albrecht collection, 40 Wilton Ave., Clifton Heights, Pa. 19018

Interesting Railfan No. 176

Joseph L. Oates

by FREEMAN HUBBARD

Elderly Zellwood, Fla., ex-SAL depot was last used by Seaboard Coast Line trains in June, 1975.
Photograph by Joseph L. Oates

BESIDES BEING a mechanical foreman on the Seaboard Coast Line at Sanford, Florida, supervising about 25 "nut-splitters" and "car knockers," Joseph L. Oates is a railroad buff in spare time. He custom-builds 0 gage model railroad cars. Also an expert camera man whose work has appeared in half a dozen magazines, including ours, and an active and helpful member of the National Railway Historical Society, Tampa Bay Chapter. It's a great combination, a working railroader also devoted to rail hobbies. His job includes the inspection and repair of freight cars and servicing Amtrak trains such as the *Champion, Star,* and *Floridian* with fuel and water. Just across the tracks from the Sanford Shops where he works is the Auto-Train terminal.

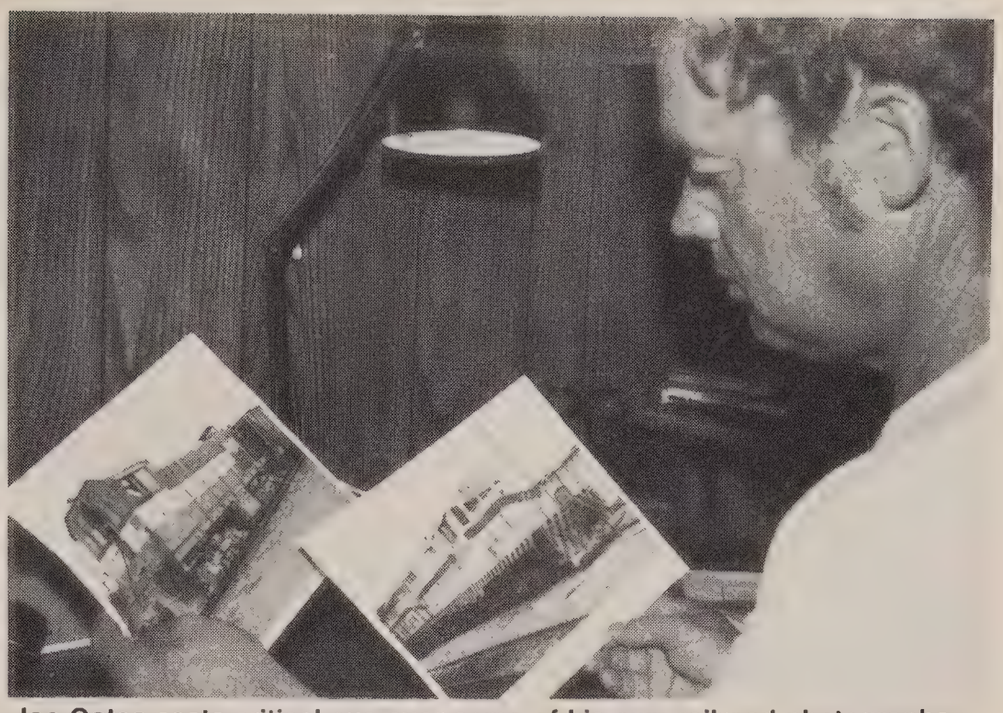
Joe has always lived in the Sunshine State. Born in Tampa on January 19, 1936, he is one of two sons and a daughter of an ironworker, now deceased. His growing-up years were spent in near-poverty in a rural area about 12 miles northeast of Tampa, on the Atlantic Coast Line's Perry cutoff. Joe has vivid memories of white-tired Pacifics wheeling the majestic *Southland,* with eight or so heavyweight steel cars, over the hot rails of the cutoff and, trailing behind her, a long, gray, billowy smoke plume fading into the sky. What a thrilling sight!

"She was always on time," Joe tells me. "You could have set your Ingersoll watch by her."

In 1952 his parents split up. "Mother took us three children, Joe says, "and we went to live with an uncle at Hobart, Indiana. At that time I rarely had money to spend. It took all Mom could get to live on. But, like most boys, I liked Lionel trains because they were easy to work with; and after taking a part-time job in a drugstore I had a few dollars for

such items as tinplate equipment and rail magazines. A high school classmate got me interested in HO gage and I've been at it ever since."

Like many another fellow, skinny little Joe envisioned himself as an engineer in a big passenger Pacific . . . but such was not to be. When he applied for a firing job at age 19 he learned that the minimum weight for firemen was 150 pounds, and in those days he weighed only 130. "Which explains why I am not an engineer today," he says wistfully.



Joe Oates casts critical eye over some of his own railroad photographs.

Passenger traffic on the cutoff had dwindled so badly by 1958 that *The Southland,* train of his dreams, was pulled out of service. It was a sad day for Joseph Oates. After the Atlantic Coast Line and Seaboard merged, the resultant SCL had other ways of getting into Tampa. Just before the Perry line finally shriveled up, only two trains daily, a northbound and a southbound freight, were rumbling over it.

"About four years ago," Joe tells me, "the rusted track between Thonotasassa and Zepherhills was removed. Now, about once a week, a local switcher handles the industries along a 15-mile spur off the Tampa mainline. Nothing else is left of the once-busy cutoff."

As a boy, Joe was timid. He should have read Emerson's *Essay on Self Reliance,* but he didn't.

"One day I cut school," he reminisces, "and hiked ten miles to the Seaboard's Gary Shops. The engines and cars fascinated me. Being too scared to venture inside, I hid in the bushes and marsh nearby, watching what I could see of the shops' activity. On another occasion I hopped a train for a stolen ride, my first train ride; but after a quarter-mile the conductor caught me and bawled me out.

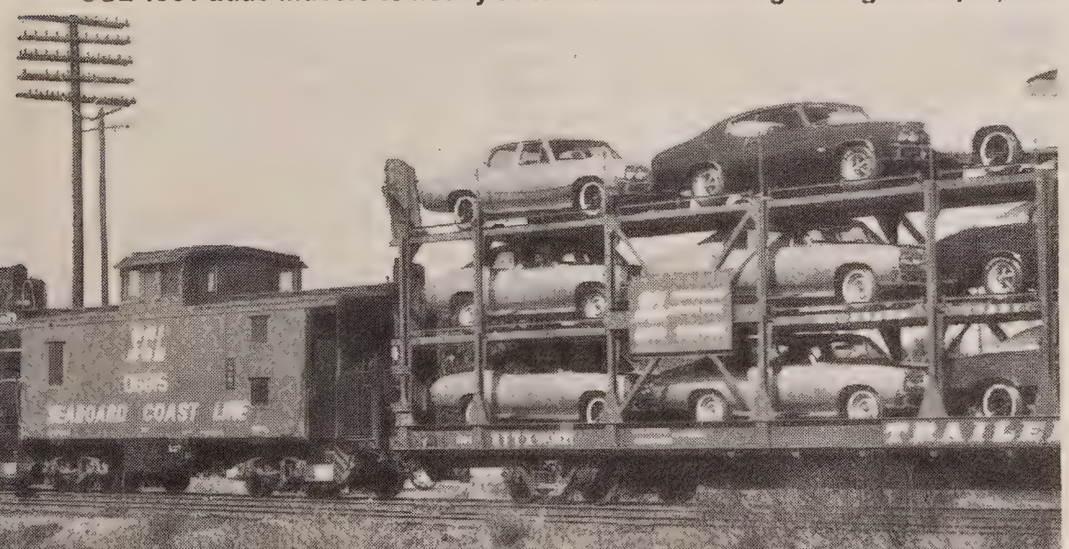
"I remember, too, walking to the general store about a mile from my home and seeing a big ACL 4-8-4 parked on a siding. The engineer asked if I wanted a ride. In those days locomotives frightened me. I thought they might blow up, but I climbed into his cab for a short but thrilling journey."

Joe's first paid job was errand boy at a Tampa store for about two weeks. He spent part of his meager wages on a Scott's stamp catalog, being a stamp collector then. Since November 12, 1954, he has been employed by a road that is now the Seaboard Coast Line—except for being laid off six months because of slack business and except for the time he served in the U.S. Air Force. Incidentally, Joe got his brother a job as carmen on the SCL at Mulberry, Florida.

His first rail photos were black-and-whites made with an old Exacta 35mm camera. Later he turned to slides. He and a boy friend would go to Auburndale, Florida, to catch train action. The Florida East Coast Railway was tied up by a strike, the longest railroad strike in history, but at Auburndale within a span of five hours you could have photographed just about every passenger train running in the state. It was a railfans' paradise.

You could have shot the north- and southbound *Meteors,* the East Coast *Champions,* the *City of Miami,* and the *South Wind.* Also the following southbounds: The *Star,* the *Sunland,* the *Florida Special,* and the *West Coast Champion.* All those trains had a mixture of engines from the SAL, ACL, Illinois Central, Pennsy, and later Penn Central and Amtrak, as well as a pot-pourri of cars, including some domes, which were rare then.

SCL 1301 adds muscle to heavy auto rack train moving through Temple, Fla.



JOE TELLS ME: "When taking photos, I aim at slides and negatives that can be traded.

Seaboard Coast Line's RS-3's 1183 and 1142 rest in sun near old oak tree at Plant City, Fla.
Photograph by Joseph Oates

Also unusual pictures that stand a chance of being published in a magazine. But I don't spend much time looking for magazine photos—I just happen on them.

"One recent week-end I went to the St. Marys Railroad for roster shots, not scenics. I am a passenger-train fan, a diesel fan, and a steam fan, in that order. I have stopped trying to photograph steam any more because so very little of it is around these days and because, when there is a steam run-by, camera hounds gather around and obstruct the view."

Sometimes, Joe, we like to publish pix of fans crawling all over the place, especially if a pretty chick is conspicuous among them. You must have noticed that *Railroad's* editorial policy leans heavily on human interest.

"Complete engine sets with trains please me most," Joe continues. "Also color slides of wild paint jobs. I have 230 Bicentennial unit slides and hope to get all the Bicentennials. Action shots are my favorites; each tells a story. Pictures without trains are OK for use in magazines, but few fans want them in trade."

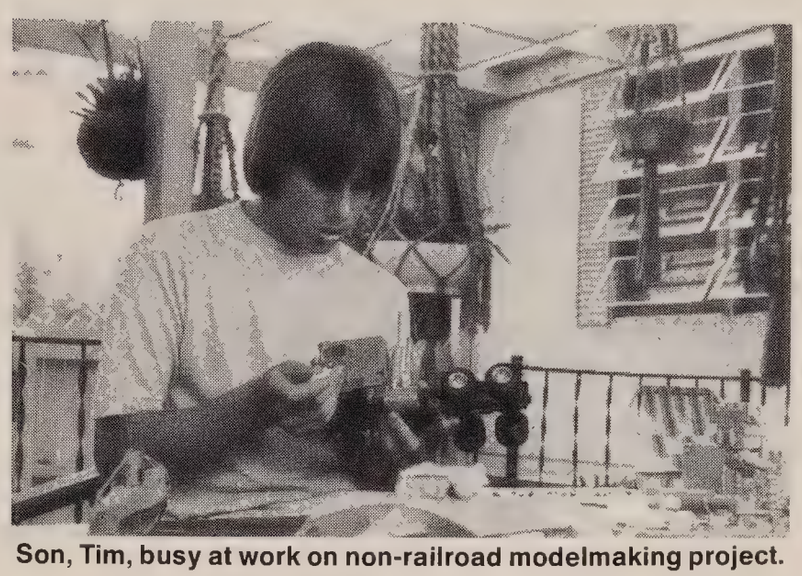
In 1975 he placed third in a photo contest held by the Tampa Bay Chapter of NRHS and in '76 he won the top spot in color with diesel action. Last year, too, *Modern Railroads* asked Joe for FEC shots, which he proudly supplied. He has also had photos in our magazines and others.

Our *Interesting Railfan* stands 5 feet 8 and is slightly overweight at 173 pounds. His hair is dark blond; his eyes are green. He smokes a pipe, ignores "health foods" and vitamins, tends to overeat, particularly sweets, and takes life a bit too seriously. But he's a friendly chap, easy to get along with. After graduating from high school, he took a correspondence course in the repair and inspection of freight and passenger cars. Last December he graduated from a night college course *cum laude* with a Business degree.

Meanwhile, in 1961, after a stint in the U.S. Air Force, the whole course of his life changed—romantically, that is. He met a petite blonde with laughter in her bright blue eyes: Susan Elaine Bowman, age 17, just out of high school. This pretty girl needed him just as much as he desired her. She was feeling apprehensive about an insurance job she'd just been hired for, and Joe cheered her up. Two months after they began dating, he said he loved her. That made Susan very happy. They were married on October 13, 1962, and are living today at 810 Wolf Trail, Casselberry, Florida 32707.

"Joe has turned out to be as fine a husband as a girl could ask for," she says. "Loving and generous to me and our children. When I have a problem, no matter how busy he is, he always takes time to listen. At first he had a hasty temper, hollering and storming around the house, but 15 years of marriage have mellowed him. I am easy-going myself and like to laugh. Maybe some of this has rubbed off on my husband. For the past two years he has been cub master for our local Boy Scout Pack. I feel very comfortable with Joe, but one

Joe's two daughters, Todd and Holly, enjoy family pool.



Son, Tim, busy at work on non-railroad modelmaking project.

thing we *don't* have in common is trains. My own hobbies are bowling and macrame (a kind of lace or ornamental work made by knitting cord or thread in patterns.)"

AS EDITOR of the *Railroad Magazine,* I have often wondered why so few females are railfans. Maybe some reader can tell me. I mean railfans in their own right, not merely women who take train rides with their husbands or boy friends. I have a high regard, though, for girls who are willing to pose for pictures with railroad settings—I mean those who show some interest in trains and do not merely face the camera.

Interesting Railfan Fred Clark, Jr., who has made some good rail-girl pictures, first met Joe Oates at a live-steam meet. For three hours they discussed mutual interests and formed a fine friendship. The next time they got together was when Joe conducted a Sanford Shops tour for the all-Florida NRHS convention in 1975. Later they chased and rode behind the Southern's

Susan finds best part of the day is swimming in family pool at Casselberry.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

4501 out of Jacksonville. On another occasion Joe proved that he is not the type of railfan who shies away from girl-shooting.

Says bank teller Bill Bedell of DeBary, Florida: "Joe is much interested in shortline and industrial railroad locations for picture-taking. On a trip on which he drove me to the Pebble phosphate areas, we were about to bypass a set of tracks that veered off to our left. A wide and wet dirt road followed the tracks. I asked Joe if there was an engine near the mine. He'd never heard of one, but decided to go there anyhow and he turned down the muddy road.

"After almost two miles of slipping and sliding, we came upon a 25-ton GE locomotive standing under a washer. We looked around for someone with authority to ask for permission to photograph her. Finding no one, we took our pictures and figuratively patted ourselves on the back all the way home for having discovered that out-of-the-way engine."

Bill and Joe have spent many happy hours going over slides and discussing trains. Both enjoy railroad photography and models. They followed the Freedom Train with cameras from Sanford to Jacksonville. Then they went to St. Marys, Georgia, and took pictures of the St. Marys Railroad, including its new MP15.

ALSO AMONG Joe's friends is James R. Herron, a fellow member of the Tampa Bay Chapter of NRHS. Jim writes: "I have known Joe Oates for years, first meeting him when our chapter acquired the sleeping car *Florida Surf*. Joe gave it the kind of thorough inspection that only a real car inspector could give. When the Orange Belt Line leased ex-ACL 0-6-0 engine No. 143 from the chapter, Joe came to Pierce, Florida, with us to check on her running gear. He gave us some good tips and helped us to acquire valuable connections with the SCL, without which the conditioning of this engine would have been more difficult. And he has continued to assist whenever possible in our building and operating the Orange Belt."

No. 176 leaning over SAL hopper car.
August Staebler, Tampa Times-Tribune

Joe has little time for television but, like Susan, enjoys bowling. The family's collection of records and some uncut movie cables also give him pleasure. Among his favorite records are oldtime rock and roll, country and Western subjects, and "mood" music. He is very conservative with regard to a love of animals and the beauty of nature. Says he: "I don't like the kind of 'progress' that destroys wildlife and builds asphalt parking lots." He is indifferent about fishing but definitely opposed to hunting. "It is no longer necessary for human beings in order to eat, as it was long ago, and I don't see it as a sport."

His collection of railroadiana includes employe and public timetables (a Seaboard one is dated 1928) and files of *Railroad Magazine* and other periodicals too numerous to mention here. Also railroad books, miscellaneous items, about 5300 slides from traders, about 1500 negatives, and 500 b&w prints.

"I don't have a darkroom," he admits, "because I haven't got space for one in our home. So I rely on a local photo shop to process my prints. Right now I am trading slides with half a dozen people from as far west as California and as far north as Canada. At one time I was trading frequently with fifteen. Ken Ardinger, who got me started in the railfan business about ten years ago is still trading with me. My wife reminds me to tell you that one of the first questions she asked me after we got married was, 'Why don't passenger trains have cabooses?' "

Three of our *Interesting Railfans* (l-r) Tom Cheeseborough, Joe, and George Gerhart), photographed by a fourth, Fred Clark, Jr., at Sanford, in 1975.

STEVE MAGUIRE'S

TRANSIT TOPICS

DOES the Carter Administration have a serious policy on urban transportation or is it merely looking for expedients to hold down the budget deficit?

The question first arose when Secretary of Transportation Brock Adams told a Senate committee that he opposed authorizing more money now for urban mass-transit construction. That position disappointed those who had hoped, after the grudging attitudes of the Nixon-Ford years, that the new Administration would offer a positive lead.

This disappointment is now deepened with publication of a memorandum from President Carter to Secretary Adams. Mr. Carter speculates that rail transit systems like the one in San Francisco and another now being built in Washington, D.C., may be "grossly overdesigned." He suggests that the Federal Government should insist on greater use of buses, trolley lines where they still exist, special bus lanes, and more one-way streets and parking garages.

A sophisticated urban transportation policy is badly needed. One aspect of it must address the suburbs and President Carter is correct in maintaining that buses are the most energy-efficient form of transportation there, where jobs and homes are so widely dispersed. There can be little effective rail transit in such areas; as has been pointed out, there can be no mass transit where there is no mass.

But it is a mistake for the President to dismiss rail transit too quickly. For one thing, it may be the cheapest and most efficient form of transportation for the millions of poor people concentrated in inner cities. Moreover, it could be an important complement to energy conservation in coming decades. Millions of young people are now entering their family-forming years and the suburban dream of the single-family house has moved beyond their financial reach.

An ambitious strategy might try to encourage their concentration in clustered town houses that use less land than single-family homes. With the price of gasoline sure to rise in the decades ahead, there has to be an alternative to the laissez-faire scattering of jobs and houses across the countryside with no available transportation save the private automobile.—Editorial in *The New York Times.*

(Top) MBTA cars 3409, 3072, 5159, and 396 lined up at Riverside, Mass., carbarn, May, '77. (Bottom) Boston El (Pacific Traction Co.) 396 at Reservoir yards during making of film, "The Best of Families."

Photographs by Norton D. Clark

Boston Streetcars

Four generations of Boston streetcars were placed on view for news photographers on May 5th at the MBTA Riverside Carhouse on Grove Street in Newton, Mass.

The cars are 396, a 25-foot boxcar on loan from the Seashore Trolley Museum and first used by the Boston Elevated Railway on its Allston line in 1900; No. 5159, a Type 3 Boston car built for the Boston "El" by the St. Louis Car Co. in 1907 and converted in the 1930s to its current use as an MBTA snowplow; Presidents' Conference Committee car 3072 and rebuilt in 1976 by MBTA engineers and craftsmen at the Watertown shop; and a new Light Rail Vehicle, built by the Boeing Co. in 1976.

The 25-foot boxcar 396 is the same type which Boston Elevated engineers made into Boston's first articulated or bendable car in 1912. The engineers took two of the boxcars and built a center section to join them. The invention was known locally as "Two rooms and a bath." The LRV, which also bends in the middle, is therefore the second generation of articulated vehicles for Boston.

ONCE AGAIN, an old car from the Seashore Trolley Museum collection at Kennebunkport, Maine, has returned temporarily to the Massachusetts Bay Transportation Authority system. This one is a former wooden Boston Elevated passenger car, No. 396. According to Norton Clark, 21 Endicott St., Newton Highlands, Mass., it was delivered to MBTA late in April for filming several episodes in a new Public TV series, "The Best of Families," due to premiere in the fall. Then it was returned to the Seashore Museum.

AN ITEM in our April issue noted that Boston trolleys once had gum-dispensing machines and asked if this practice occurred elsewhere.

"Yes, it did," replies Al Comstock

(brother of former *Railroad Magazine* editor Henry Comstock), 474 Broad Ave., Leonia, N.J. 07605. Al says the *CERA Bulletin* covering Milwaukee Electric Railway & Light Co. mentioned gum machines installed on the line's 500-series city cars. They were mounted on posts between every two or three windows just below the buzzer push-buttons. A penny would evoke a stick of gum, often brittle from age.

Eastern Transit Notes

PHILADELPHIA'S 44-day transit strike ended May 8th after the union workers had ratified a new contract that gave them substantial wage increases and incidentally boosted the basic fare from 35 to 45 cents. Even that high fare, however, is 5 cents below New York City's. Resumption of service was made difficult by rundown batteries, rusty rails, sagging overhead wires, and other signs of long neglect.

Aside from that, commuters on Philadelphia's Frankford El were delayed half an hour by a dog trotting along the tracks, reports "Choo Choo Charlie," Pine Top Rd., Bethleham, Pa. 18017. A motorman saw the German shepherd near the Berks Street station. He phoned the SPCA, which had difficulty in chasing the animal high above street level, so the train had to proceed very slowly while the dog continued its loping journey. SPCA men caught up with it at the Erie-Torresdale station 40 minutes later.

ALTHOUGH still not very conspicuous to us, New York's Transit Authority notes a marked improvement in the removal of graffiti from the first 200 subway cars that received polyurethane paint. This treatment gives much less scarring on the base paint. The TA used to spend $4 million a year to clean off graffiti and repaint its 6200 cars. This cost is being cut with a new graffiti wash added to the regular grime-cleansing of subway cars. The system sprays a solvent mixture and scrubs the graffiti with rotating brushes as trains are slowly moved through it.

SOUTH SHORE LINE'S passenger service between Chicago and South Bend may still be saved! Indiana's Legislature has authorized spending up to $3.6 million in state funds on new cars for it. Indiana Governor Otis R. Bowen signed the bill making the money available if and when the four Indiana counties served by the line—Lake, Porter, La Porte, and St. Joseph—as well as the Illinois Regional Transportation Authority, also

Horsecar in Disneyland, Calif.
Photograph by Stephen D. Maguire

appropriate a total of $3.6 million to make up the 20 percent share of matching funds. The Federal Government is expected to give the remaining 80 percent of the total cost of $35 million.

Steve Scalzo of Park Forest, Ill., tells us that the Illinois RTA and Lake County have appropriated their share, leaving it up to the other three counties to supply the other local funds. We hope they do.

Oregon and California

CONSTRUCTION of a new short trolley line is underway at Cerro Gordo, a new community near Eugene, Ore., to connect some new residential units with a projected industrial area and the Oregon, Pacific & Eastern Ry. mainline. The first 1000 feet of track is being laid under the direction of Steve Williamson of Baton Rouge, La., who has been involved in railroading and track construction for many years. A camp with training quarters for workers is set up at Cerro Gordo.

The trolley project needs (tax-deductible) donations and help from anyone who want to take part in building this line. Led by Jim Hinman, it is known as the Cerro Gordo Traction Railway. Write to its home location, Cottage Grove, Ore. 97424.

A COMBINATION of mechanical and electrical engineering effort will save California's Bay Area Rapid Transit District an estimated $90,000 on spare parts for transit vehicles, says Robert Gallaway, assistant general manager. This saving is focused on key subassembly elements in the propulsion system of "thyristors," which control electrical functions such as dynamic (motor) braking and traction propulsion power. Through reverse engineering, BART broke down the thyristor to its component parts and operational requirements, which helped to develop component specifications for product qualifying and testing criteria.

"This enabled us to set up a more competitive situation in bidding," says Gallaway. "In the past, the original supplier was always in the best position to bid successfully and dictate delivery schedules, resulting in higher costs and excessive lead or delivery times."

As a result, BART recently awarded contracts to three separate companies for 670 thyristor components for a total cost (plus sales tax) of $103,305, as opposed to $193,305 for the same parts had they been bid as a sole source procurement.

News from England

YOU MAY RECALL that in September 1973 we mentioned a new rapid transit line to be built in urban Tyneside, comprising the neighboring cities of Newcastle and Gateshead in Britain's coal-mining area. The line was to use existing railway tracks connected by a new bridge over the Tyne River, 34 miles long and costing 65 million pounds.

Since then, much work has been done on the project and a few of the new rapid transit cars are at the location. However, a labor dispute erupted about manning the trains. British unions insisted that their men be used exclusively in the trains. The "blacking" (picketing) that followed almost squashed the entire project, particularly because the long delay saw the cost of the project rise from 65 to 161 million pounds!

At length, cooler heads prevailed. According to *Modern Tramway and Light Rail Transport* magazine, work has resumed and the new line should begin operating next year.

THE FAMED old open and closed trolleys that ran on the Manx Electric Railway on the Isle of Man in the Irish Sea since the 1890s are offered for sale, being replaced with seven modern trams from the Aachen, Germany, system which closed recently. The Manx's 14 old wooden cars are valued at 100,000 pounds, but their narrow gage of 3 feet limit buyers. Already two bids have been made for the cars, one being from J.M. Woodman of Philadelphia, Pa., according to *Modern Tramway* magazine.

Manx Electric Railway now runs between Douglas and Laxey, about 7 miles. Until a year ago it operated another 7 miles beyond Laxey to Ramsey, but service on the outer portion was suspended to cut operating costs. However, the Manx Government will spend 300,000 pounds to put the whole line back in service for at least three years to see if it can operate with break-even costs. But service to Ramsey will be only during the summer tourist period.

Modern Tramway subscriptions are available in the U.S. at $16 a year from

San Bernardino Valley Traction Co. 20. Line merged into Pacific Electric in 1911. Car 20, built in '06 by American Car Co., became PE No. 39.

Harry P. Albrecht collection, 40 Wilton Ave., Clifton Heights, Pa. 19018

Sky Books International, 48 East 50th St., New York, N.Y. 10022.

Eastern Transit Notes

PLANS to involve the Port Authority of New York and New Jersey in expansion of work on rail mass transit systems received a setback in April when the U.S. Supreme Court struck down a 1974 legislative effort to force the Authority to expand work substantially on rail projects.

Back in 1962, the then Hudson & Manhattan Railroad—a vital link between New York City and New Jersey—was in bankruptcy and threatening to give up its heavily-patronized service. To get the Port Authority to take over and rehabilitate the line, even knowing it would lose money, the New Jersey Legislature pledged that the state would not ask the Authority to take over any further money-losing rail projects. As a result, the Authority sold bonds that were quickly bought by investors.

Recently, however, by a 4-3 vote the Supreme Court held that the aforesaid legislation violated a provision of the U.S. Constitution against impairing the obligation of contracts. This ruling hits hardest in New Jersey, where $120 million from the Authority and up to $480 million from the Federal Government is at stake.

A 17-mile extension of the PATH commuter line and improvements on the former Erie Lackawanna line are now halted. New York's plans were more tentative, but it was hoped money could go for long-stalled subway construction. At least one idea that had been foundering—a rail link from Manhattan to Kennedy International Airport—may have been killed.

THE VAN SWERINGEN brothers' half-century-old dream of extending their rapid transit line from Cleveland to Shaker Heights and on to the east may finally be attained, we learn from Al Kleinsmith, 1378 Brookline Rd., Cleveland, Ohio 44121. Support for the project has come from towns along the route. This route would extend the Cleveland Regional Transit's Shaker Heights Division from Green Road to the western boundary of Pepper Pike, ending it at the intersection of Interstate highway 271. A large parking lot there could hold 1500 autos. This extension would cost about $20 million. There are no viable plans for other extensions.

OUR FEBRUARY issue mentioned a story of the Paul Smith's Electric Railway in upstate New York. The article had appeared in *Franklin Historical Review,* annual publication of the Franklin County Historical Museum Society, Malone, N.Y., written by Michael Kudish, P.O. Box 52, Paul Smith's College, Paul Smith's, N.Y. 12970. As a result of our item, the Society has had about three dozen requests for copies of the *Review.* This news pleases us. That line must have fascinated our readers.

ALTHOUGH the old Jamestown, Westfield & Northwestern interurban has been gone since 1947, its presence in the form of an abandoned right-of-way is still being felt in Chautauqua County, N.Y. We learn from George Pricskett, R.D. 1, Jamestown, N.Y. 14701, that a $10 million South Chautauqua Lake Sewer District construction project is being held up by the Federal Environmental Projection Agency that seeks to determine if the abandoned right-of-way is worth placing in the National Register.

The section involved in the project is between Bonita and Belleview. The Chautauqua Planning and Development authorities complain that EPA's delay is costing them between $3,000 and $5,000 a day in inflationary costs.

Meanwhile, John Luensman, county planning director, is amazed at the many EPA requests for information on the old trolley line. The latest one is that the county prepare a report on construction of the trolley, the role the JW&N played in developing the area, and a chronoligcal history of it. This latest demand could take a year to assemble and will have an $18,000 to $20,000 price tag, Luensman said.

After learning that such a report was required, he sent EPA a book written by the Fenton Historical Society of Jamestown that covered all three topics; but when he told them over the phone what he was sending, they rejected it as insufficient.

"They said it wasn't good enough even before they saw it," Luensman said indignantly.

The county has no way to appeal EPA actions, he added, "so if we want to get approval for the project we have to give them what they want." He noted if the old trolley line is declared to be of significant historical value, EPA could force the county to do a number of things, the most drastic being the rerouting of the sewer.

In the Midwest

WHEN the Chicago, Aurora & Elgin quit in 1957, it had six big, handsome, wooden, interurban cars (Jewett, 1913) still on its roster. All of those cars were eventually saved by museums. Sadly, however, one of them has been scrapped.

Car 318 was shipped from a museum in Westport, Ind., to the East Troy Trolley Museum a few years ago. Enroute it was damaged so badly that it could not be repaired. At that time the Illinois Railway Museum at Union, Ill., had the body of sister car 321 needing equipment to permit operation. The groups settled on a plan whereby everything usable from 318 would go to help make the 321 operable, including trucks, electrical equipment, couplers, compressor interior woodwork, and fixtures. This news comes from CA&ERR Historical Society, 836 5th St., Aurora, Ill. 60505.

New Electric Publications

The Yellow Cars of Los Angeles, edited by Jim Walker, 320 pages 8½x11", hard covers, can be had for $27.50 from Interurbans, P.O. Box 6444, Glendale, Calif. 91205.

Twenty-five years ago the late Ira Swett, one of our *Interesting Railfans,* published a 72-page illustrated roster of the trolleys that had run and were then still running on the Los Angeles Railway narrow-gage (3'6") system. The last of those lines continued to operate until 1963. This new book not only has the additional coverage of later years but is greatly expanded with 520 photos alone of the LARY system, and 63 scale car plans. It appeals to all who are interested in the big

local trolley system that served L.A. from the 1880s until 1963.

A LIMITED supply of copies of *Timepoints,* monthly publication of the Electric Ry. Historical Assn. of Southern California, are still available at 50¢ a copy. Each 6-page issue has a short article on a small traction line in the Southwest, such as the Phoenix Street Railway, Tucson Rapid Transit, and the old City Electric Co. of Albuquerque. Annual membership in ERHA costs $5. For details write Jim Stewart, P.O. Box 24315, Los Angeles, Calif. 90024.

SOME back issues of the *Transportation Bulletin* series of Conn. Valley NRHS Chapter may be had at cut prices. Also available are old public and employees timetables and old issues of *Railroad Magazine* and other periodicals. Write Roger Borrup, P.O. Box 232, Warehouse Point, Conn. 06088.

CONTINUE sending transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07718. Thank you. ●

Baltimore Transit Co. 5566, built by Brill in 1914, on NRHS special run on Route 8 inbound from Ellicott City, Md., in 1945.

L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603

Photograph by Raymond E. Ruffell

Isle of Man Railway 12 noon passenger from Douglas arriving at Ramsey, Isle of Man headed by 2-4-0T No. 5 *Mona* on August 25, 1964. Like many other fine things, the Ramsey line is now a memory.

PHOTOGRAPHS OF THE MONTH

It is Dec. 6, 1976, and the New Zealand Railways signal cabin at Greymouth is decorated for Christmas. Train 867 rolls past en route to Rewanui to pick up miners coming off duty at a coal mine. Mitsubishi-built loco 1262, a coach, and guard's van will shortly assault the 4% Rewanui Incline.

Photograph by William T. Morgan

Cameo view of Green River, Wyo., roundhouse with first UP Big Boy 4000 on turntable.

Union Pacific

Austrian steam still runs on various standard-gage rack and narrow-gage adhesion and rack lines, despite big change over to diesel in recent years.

Austrian National Tourist Office, 545 Fifth Ave., New York, N.Y. 10017

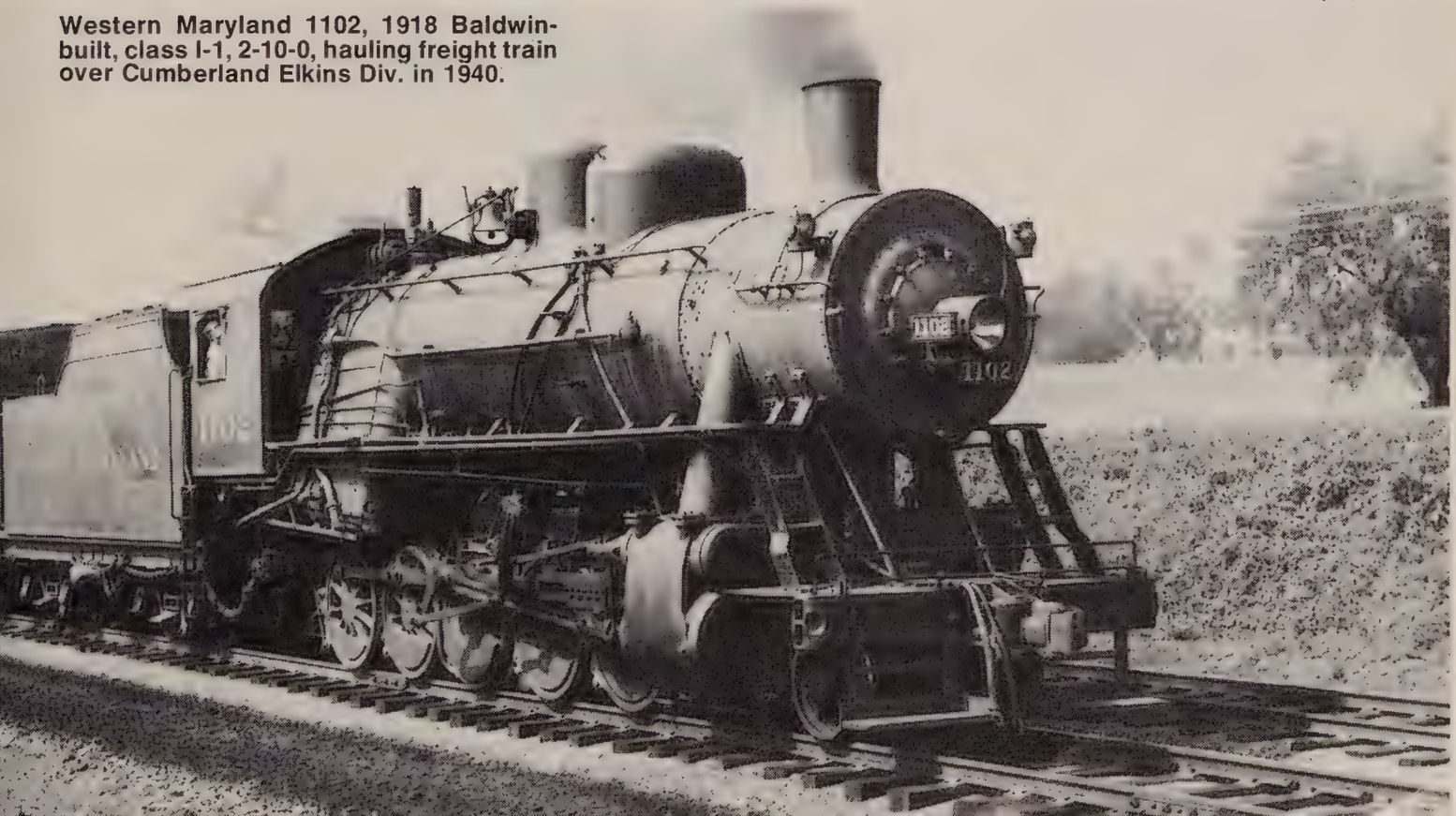
In the Great Days of Steam

Nickel Plate *Flying Saucer,* Buffalo-Chicago hotshot, barrels through Kimbale, Ohio, in July, 1956, pulled by Berkshire 731.

Photograph by Don Wood

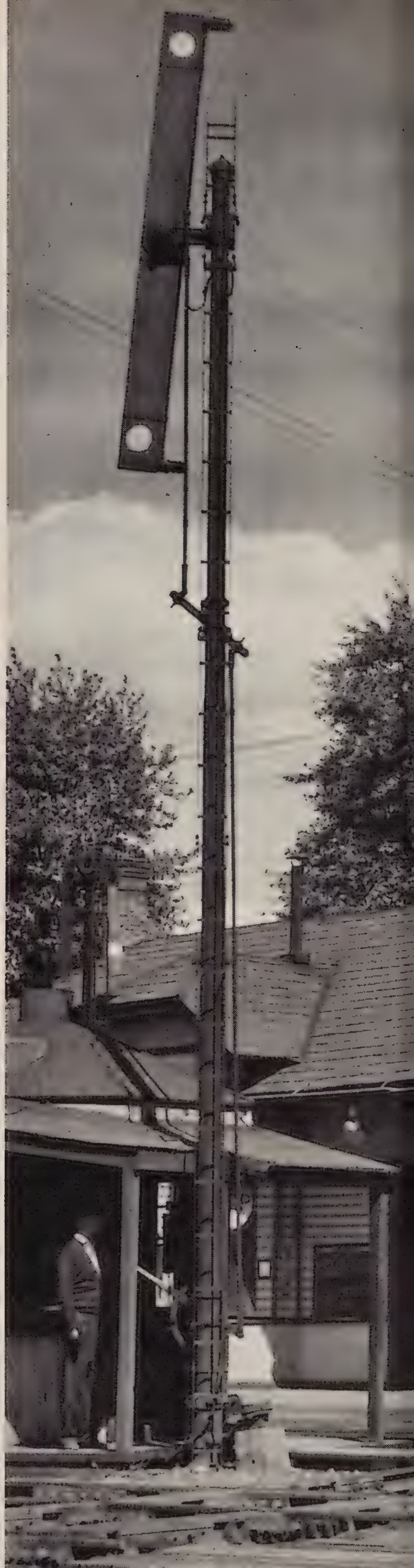
C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

Western Maryland 1102, 1918 Baldwin-built, class I-1, 2-10-0, hauling freight train over Cumberland Elkins Div. in 1940.



Cindy Dornblaser of Tampa, Fla., with back to 2-8-0, looks over Bicentennial-painted Orange Belt R.R. No. 76 at San Antonio, Fla., in 1976.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515



Nickel Plate's Sandusky Div. (LE&W Ry.) local power 2-8-2 No. 500 crossing C&O on way into town to tie up for lunch in the long ago. Train has been left standing on the main track, to the right, just out of view of picture. This train worked the run from Sandusky to Lima, Ohio.

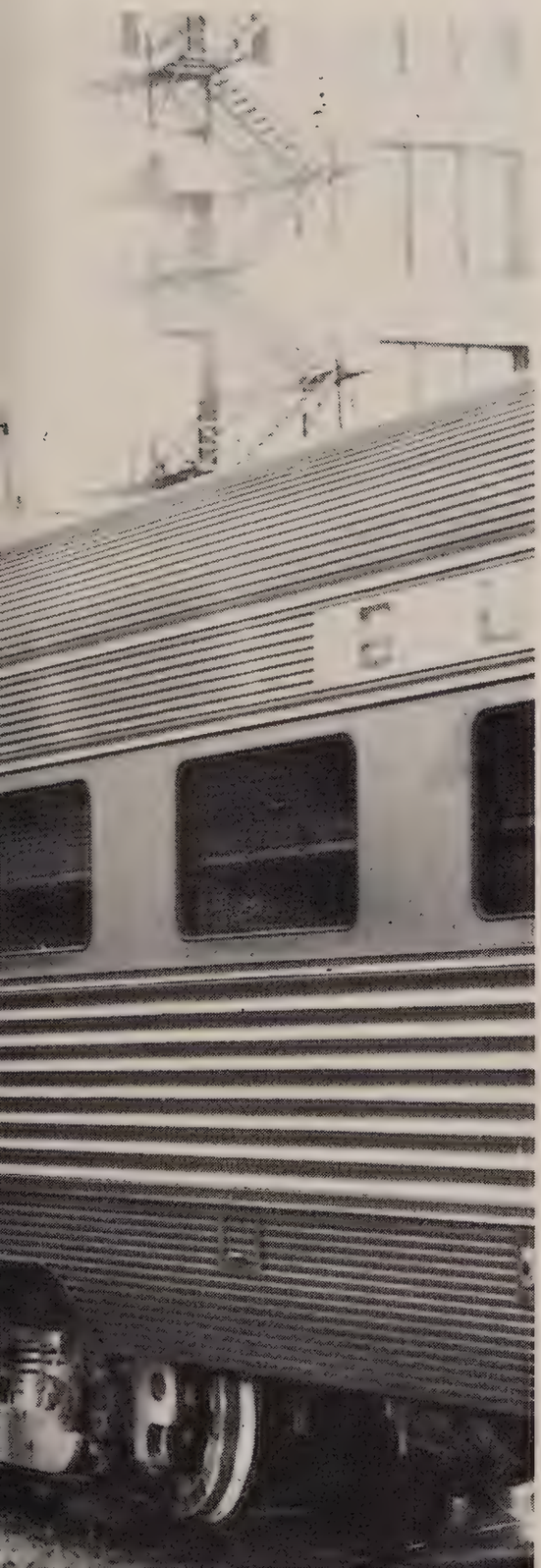
Richard J. Cook, 2876 Fairmount Blvd., Cleveland Heights, Ohio 44118

C&O
FOSTORIA

Union Pacific "Big Boy" thunders through Weber Canyon, Utah, with heavy freight in late 1940s.

HB&T "Hurdy" waits at Houston Union station in early 1950s to load employees for new South Yard.

Photograph by Philip R. Hastings, M.D.



Robert K. Pattison, president of the Long Island Rail Road, christens new, 2,000-hp diesel engine the *Walter L. Schlager, Jr.*, named for late president of LIRR, at recent ceremonies at railroad's Long Island City station in Queens. She is one of 37 new locomotives.

Photo Communications, Metropolitan Transportation Authority

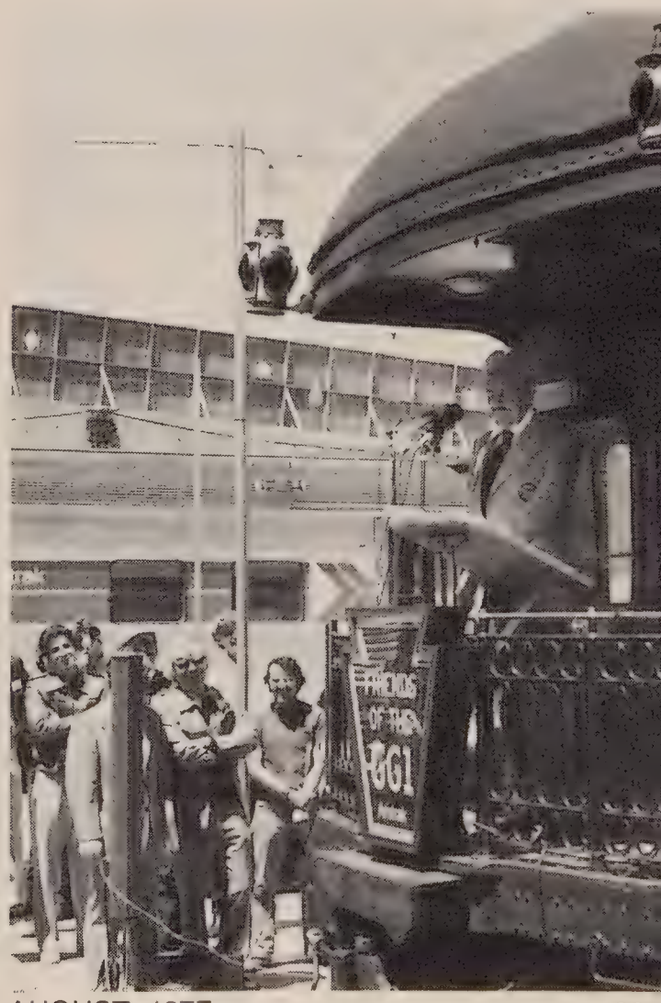
Photograph by Mike Eagleson

Anniversary Dedication of

REPAINTED GG-1

Photographs left and below by Thomas P. Cheesborough

(Bottom) Raymond Loewy, principal designer of GG-1, spoke during ceremony for ex-Pennsy 4935 at Washington, D.C., Union Terminal, May 15. Meticulously restored through railfan donations, especially NRHS chapters, in Amtrak's Wilmington shops, V. Allan Vaughn, prexy, NRHS, viewed her as a page out of *Railroad.*



BRASS-POUNDING GIRL

by E.S. Dellinger

FREIGHT cars had just been dropped off, and now Charlie Hall's crew were preparing to run light back into Kansas City. The caboose was parked on a siding across the mainline from the passenger station. Around it, in late afternoon shadows, was a scene of activity. A young brakeman, Jimmie Dean, was helping his old partner, "Long John" McGregor, to clean and fill the lanterns on the back platform.

The two men were swapping experiences, now and then chuckling over something funny. Jimmie was telling his lanky companion how the new female operator at Dodson had handed him up her lighted lantern instead of a train order, last night, when he went down the engine steps to grab the flimsy.

"No telling what these brass-pounding girls will do," he said.

As he was squatting down, fitting a lantern globe to his mouth to blow his moist breath into it, he spied a girl over by the station. He saw her leave the brick walk and cross the tracks, lugging an old black satchel. Her cream-colored pongee blouse was patched, but it bulged with a pair of well-developed breasts, while her gray pongee skirt fitted tightly enough to reveal a neat and shapely behind. Her face, too, was pretty and her eyes were brown.

The girl looked up and down the rails as she stepped *across* them—not *on* them, as someone unfamiliar with railroads would have done. Then, setting her satchel down on the cinders by the caboose steps, she looked up at the two trainmen and asked, "Which one of you is conductor Hall?"

Jimmie cast a sidelong glance at Long John. The older man slipped a wick into the lantern, screwed the burner in place, and wiped his hands on a piece of waste before replying.

"Hall's over at the office getting his orders. Is there something I can do for you? I'm his parlor brakeman."

The girl introduced herself. "I am Nellie Ames. I am going to Bucyrus to relieve the third-trick operator. The chief dispatcher gave me a message to Mr. Hall and said I was to ride his caboose out of here."

Jimmie shoved the lamps away and helped her up the steps. Long John showed her to a seat in the waycar and told her to make herself at home. The old brakeman remained inside for a few minutes. The young one went back cleaning lantern globes.

There was a flicker of amusement in the eyes of both men as they watched Nellie Ames help herself to a drink of icewater from the keg under the cupola, just as if she had been used to drinking from the keg all her life.

After she had finished drinking, Long John drawled: "So you've come here to help the boys run the Kansas & Arizona line, have yuh?"

"Yes, sir," she replied. "All my life I've wanted to be a railroad girl."

"Brass poundin' is quite a chore for you, ain't it, miss?"

"I think I can manage all right. Lots of women are going in for telegraphy these days."

"Yeah." Long John's lips curled slightly. "This company has tried five or six the last couple of years. They don't seem to savvy the job. Most of 'em don't last long."

ON THEIR WAY up the hill the two older men kidded Jimmie about "his new girl friend" and

Nellie Ames Decided She Was Going to Help the Boys Run the K&A Line–A Story of the George Gould Era, One of Dellinger's Best

said he should invite her up into the doghouse with him. But Jimmie let her ride downstairs alone, while he sat in the cupola listening to Charlie Hall's yarns.

As they were running past the Paola stock yards, the conductor asked Long John if he remembered the night fifteen years ago when conductor Jerry Ames had been crushed in the chutes picking up a car of cattle in Colorado.

"Yes." Long John quit smoking his cob pipe and nodded soberly. "You and me was brakin' partners for him that fall."

"Yes," Charlie added, "and we carried him into the caboose and rushed him into Pueblo."

They talked on about the accident. Men don't forget scenes like that, not even after fifteen years. They recalled that the victim had lost his damage suit in the supreme court and disappeared into the Arkansas hills to spend his life in a wheel-chair.

Unconsciously their minds must have connected Nellie Ames with the crippled conductor of the same name; but it didn't occur to either of them that she was the curly-haired imp of five who had tried to vamp them in her father's caboose, who had since grown up in poverty and squalor, and who had come now to take a job on the railroad.

At that time, none of the trainmen interested themselves in the new op or her problems. They carried her to Bucyrus. Jimmie helped her off the train, advising her not to try to lasso a brakeman with a lantern bail. Then they left her there, expecting her to work a few nights until some dispatcher bawled her out for inefficient telegraphing, or a hard conductor was sore because she failed to get his orders to him in the prescribed manner.

After her train had gone, Nellie went into the waiting room and stood by the ticket window, near where Larry Crandall was holding the second trick.

Larry was the spoiled son of a locomotive engineer. Right now he was sprawled over the telegraph desk in shirt sleeves, a green celluloid eyeshade pulled down over his forehead, and a half-empty bottle of whisky at his elbow. He must have noticed someone waiting; but, ignoring her presence, he OS'd a train through, copied a "19" order for an extra south, and fumbled among his papers, evidently to kill time.

At length she called to him. Larry swaggered over to the window, fixed a pair of red-rimmed eyes upon her, and asked rudely: "Well, what do you want, sister?"

Nellie recoiled from this tone. Her friends back home had warned her that railroad men were not exactly welcoming women into service at that time, in the second decade of the 1900s; but she answered crisply: "I'm the new third-trick operator here."

'Larry still stared. "What do you want me to do about it?"

"Nothing," the girl said with dignity. "I just thought I'd tell you."

"You needn't bother. The delayer wired me three hours ago that he was sending another female op."

IT WAS nearly nine o'clock. Thin clouds were scudding across the setting moon and blotting out the Kansas stars. Nellie rented a hotel room until she could find a boarding place in a private family.

Instead of remaining at the office and getting used to the feel of it, as she had hoped, she sat down with the rulebook which the chief dispatcher had issued her that afternoon in Osawatomie and studied those portions of it which pertained to train orders, the position of fixed signals, and the duties of telegraph operators.

When she returned to the office at 11:45, Larry Crandall was still in a hostile mood. He checked the cash drawer with her, brusquely said there were no orders to be delivered, and walked out on the dot of twelve.

The moon had gone down. A thin fog was creeping over the flatlands. Nellie watched the engineer's son turn a corner and she listened until his uncertain footfalls faded in the muggy night.

It had not yet dawned upon her that telegraphers were not made in a day; that when they finished a course in business college so they could fill out the blank forms and make their required wordage, their education was only just begun. The girl confidently expected, help or no help, to be able to do the job and do it right.

She glanced over the dingy office. There was the heavy table built into the bay-window with the instruments, flagging equipment, and stationery cabinets scattered over it, and the order board levers sticking up past their quadrants directly in front. To the rear were filing cabinets, desks, chairs, the safe and the press, and in the rear, on the town side, a big window opened out into the darkness.

Nellie pulled down this blind. Then she returned to the table and inspected the signal levers, both of which, according to Gould rules, were in "proceed" position.

Looking up and down the track to assure herself no train was coming, she changed them both to "stop," and hurried out to the platform and looked up at the lights. They were shining red now. Returning inside, she set the levers back to "proceed" and again went out to inspect the lights. They were green now. Yes, the levers worked, as they should do.

Leaving her signals set at "proceed," she dusted the cigarette ash and cake crumbs off the table, dropped an empty bottle into the waste basket, and began sweeping the office floor.

Before she was half through, her call came in over the wire. Dropping the broom, she ran to the table and answered.

AT BUSINESS college Nellie Ames had been a prize student. She could put it all over the boys in her class sending and receiving; but now that she was out on the job, out where a single blunder might send two trains crashing together, she felt suddenly limp, paralyzed and panicky, and her fingers were all thumbs.

She heard, as in a daze, the dispatcher click off the instruction: "Nineteen north, copy three."

She put out her northbound order board, laid her pad of "19" flimsies before her, and signalled the dispatcher that she was ready. The order came—her first order. She never forgot it; what operator ever does?

It was addressed to "C & E 1st Number 68 at Bucyrus," and read: "Number 5, eng. 6604, wait at Martin City until 1:50 a.m. for 1st Number 68, eng. 23." It was made complete at 1:05.

While Nellie was tearing it off, Wagstaff put 1st Number 68 through at 12:59. She did not know now many minutes the train would require to run the seven miles from Wagstaff to Bucyrus, but she figured there was plenty of time. She quieted her nerves and rolled the copy for the engineer and the one for the conductor in separate rolls, each the size of a lead pencil. Then, picking up her lantern, she stood back in the office and went through the motion of handing them up.

It was raining. Fine drops were spatting the pane and flicking in through the open window. She closed it and watched for the light to show. A flitting spark in the south became the glimmer of an oil headlight. The whistle of a freight hog rang through the rain.

Nellie stepped outside and stood beneath the dripping eaves. The station blast was followed quickly by four short ones calling for a signal. The engineer was asking her whether his order was a "19" or a "31"—whether he would grab it on the fly or stop to sign for it.

Nellie lifted and lowered her light in a timid "Come on." That's one thing the school had not taught her—to give signals in wind and rain with a low-turned signal lantern. The flicker almost went out. She didn't try again, but the wise hogger answered her signal.

Stepping out beside the track, she maneuvered for the correct position from which to hand up the order. The girl was not quite sure of herself. It had all seemed easy enough in school; but out here on the wet platform things did not look quite so simple , with a freight engine batting toward her at forty miles an hour, its headlight shining squarely in her eyes so she could see nothing behind it, not even the form and shape of the rushing engine.

"You're looking at the only boomer rail president—when's the board meet?"
Drawn by Joseph Easley

NELLIE remembered the warning the chief dispatcher had given to her only yesterday in Osawatomie—"Don't stand too close to the track when you hand up an order. The crew can stop and get it if they miss, but they can't put you back together if you get knocked under a train."

So she estimated the distance and figured the spot on the plat-

form which she thought would put her in the clear of the engine, yet enable her to reach the hand of the man on the step. Then she put herself into position, facing the engine. She held the rolled tissue in her right hand, the lantern in the left. She moved it gently to and fro so its light would fall upon the order.

Against the headlight glare she could see nothing but the spark of light where the brakeman was standing on the bottom engine step with the lantern on his arm. The pilot bar swished by her, and the cylinder head with a cloud of white rising from it. The drivers hammered madly.

Nellie was frightened, but she did not step back. She stood her ground. As the cab went by she heard a bellowing voice from the bedlam of hissing steam and crashing drivers. She could not tell what it was saying, and there was not time to look or listen.

Through the cloud of white she was trying desperately to locate the man on the engine step. She didn't see him until he was going by. She felt the swish of a hand close to her own; but when the engine had gone, she was still holding the order. She had failed to get it to him!

Lowering her lantern, the operator stepped away from the track. A bellow of angry voices drifted back to her with the rattle and roar of the train. The engineer sloughed his air. The train slowed.

Nellie did not know quite what to do, whether she should rush inside and tell the dispatcher the head end had missed the order, or run down the track to meet the returning brakeman. She decided to do the latter and she struck out, running alongside the train, which was now slowing to a stop.

DAVE CRANDALL was pulling Number 68 that morning. The old hogger thought that "my boy Larry" was the only operator on the whole system. He reasoned that when a railroad started hiring females it was headed straight for the rocks.

Having heard that the new graveyard trick at Bucyrus was a "skirt," he did not trust the brakeman to educate her. He grabbed his torch, rammed it into the firebox to light it, and loped off the train with the brakeman before the wheels stopped rolling, determined to do the educating himself.

"What in hell do you mean tryin' to stand in the office door to hand up a train order?" he yelled. "Was you afraid you'd get your feet wet or wash the paint off your face? Or—"

"I wasn't standing in the office."

"I'll say she wasn't!" the brakeman chimed in. "She must have been *settin' down* in it, the way I missed that order."

"I was not sitting down, either," Nellie protested, "and I was standing as close—"

"Well, you wasn't close enough," bellowed Crandall, checking the order and the clearance. "Here the dispatcher puts out ten minutes for us on Number Five so we can go somewhere for 'em. You stop us an' make us lose fifteen tryin' to hand up an order from some place over in Missouri."

Nellie was on the defensive. She said: "How can I help it if the steam blinded me—"

"Oh, the steam blinded you, did it? Well, you listen to me, little girl. If you get up close enough to these trains so the brakeman can reach you, you won't need to do any seeing. He'll see the order and get it."

"But I was afraid—"

"Lady, if you're afraid to stand up to these trains to hand up our orders, you'd better go back and help your ma wash dishes. You ain't a railroad brass pounder."

Nellie kept a stiff upper lip and said nothing. Crandall, cursing fool officials who hired a bunch of women to handle their orders, turned and strode back to his cab, with the brakeman a step behind him.

The train pulled away. Nellie handed up the copy to the conductor on the caboose steps. He flung back a nasty crack, and the caboose rolled on toward Stillwell.

When Nellie returned to the office, the dispatcher was calling her. New though she was to the job, she read menace in the click of the key.

"Number 68 gone?" he inquired.

"Yes," she replied haltingly. "Went by at 1:28."

"What delayed him?"

"Head end missed the order."

She didn't hear the dispatcher cussing student operators then, because railroads were sending orders by telegraph instead of telephone; but in the sharp rattle of the key when he called Dodson to put out an order to an extra, the girl read his wrath.

She should have cleared her north bound board as soon as she had delivered the order, but the knowledge that she had made a blunder flustered her. She picked up her broom, went sweeping the office, and failed to notice even after she had finished, that her board was set against the south.

AN HOUR passed. A lean hound trotted by on the platform beneath her window, his padded feet thudding on the rain-soaked boards. Number 5 came up from the north, pulling into the passing track to meet Number 4. Nellie left a crack in her window so she could hear her call if it came in and then went out to stand under the eaves.

Number 4 whistled for the mile. Its electric headlight sent wavering shafts through the dark rain. The engineer came in, blowing four short blasts, just as Crandall had done, calling for a signal.

Nellie was puzzled. She had no orders for him. She gave no signal. He whistled again, this time more imperatively. The op glanced up at her order board. She was standing almost directly underneath, but could see its red glow coming. Then she remembered that she had not cleared her board after Number 68 had gone. She dashed inside to drop it, but was too late. The engine had gone by and the train was stopping.

Nellie sat down at the table to make out her clearance. She filled in the blanks—Orders, none—Signal displayed for others. The writing was not in her usual clear, exact hand. It was cramped and scrawled, for she was weak and her heart was away down in her feet.

"Slow-foot" Johnson was the conductor on Number 4. He thought that anyone who got paid

for working on the railroad should know how to do the work. He backed the train up to the station so he would not have to walk through the rain and muss up his blue uniform, and he met Nellie at the door. The irate skipper was raving like a rabid coyote digging for a jackrabbit.

"What's the matter with you?" he yelled. "Why in hell did you stop a train you ain't got orders for?"

"I had my board out for 68."

"And forgot to pull it, I suppose? Bulleve me, little sister, you won't pull many boneheads like that on this pike. The sooner they learn they can't use dumbheads like you to deliver train orders, the better off we'll all be."

After he had hushed and his train had gone, Nellie crept back into her office. She was feeling like a frustrated brass pounder. She called the dispatcher, OS'd the trains through, and reported her mistake.

The dispatcher was used to educating student operators. Pants or petticoat, it made no difference to him. When they blundered, he told them so. He took time out to tell Nellie Ames how stupid she was and advised her either to pay attention to business or sever her connections with the Kansas & Arizona Railroad.

The wire quit burning, but Nellie's ears kept right on. The shock of his words, following quickly those of Dave Crandall and Slowfoot Johnson, numbed her sense for the rest of the night. She forgot there were certain clerical duties which belonged to the graveyard trick in small towns.

Although she had no more orders to deliver that night, she overlooked the waybills until the agent, who was also first-trick operator, came in at 7:45 to relieve her.

WEARING a yellow slicker and carrying an umbrella, the agent stalked into the office like a Medieval baron entering his castle. Nellie smiled a tired smile and said: "Good morning, sir."

"Good morning!" he growled. "Are you the new third trick?"

"Yes, sir. My name is Nellie Ames."

He looked critically over the office. It and the waiting room were neatly swept, with everything put to rights. There was nothing in sight for him to crab about. He opened a drawer and peered into it.

"Why didn't you make up these waybills last night?" he demanded.

"I didn't see them."

"Didn't see 'em! Why didn't you look around? You ain't paralyzed, are you?"

"No, sir, but I never thought—"

"I suppose you're too busy sleeping or flirting with young Crandall to think of anything."

"I didn't sleep, thank you," Nellie retorted hotly. "And I didn't flirt."

"If you expect to work in *this* office, you'll expense those waybills from now on. Do you understand? They'll be right here in this drawer with the blanks. Be sure to put them back so I won't have to hunt all over hell when I want them."

Nellie said meekly: "Yes, sir!"

The agent flung his slicker on the rack, tossed his muddy rubbers into the corner, and set to work. Nellie pulled herself together and began heading back to town. When she was rounding the corner, the agent raised the window sash and called: "Come back here a minute!"

Wondering what else she had done or left undone now, she obeyed. He surveyed her critically.

"Come back in here and get my slicker," he said gently. "You'll catch your death of cold gallivanting around here with nothing on." He added reflectively: "You're a pretty little thing. Nice face and nice figure. I used to have a daughter like you. She's dead now."

Nellie expressed her sympathy. The agent held his slicker for her to get into, and she went splitting the mud across to the hotel.

When she went to sleep that morning, she was obsessed with the fear that her own ignorance and the hostility of the men might destroy her; but when she awoke that afternoon, her fear was gone.

The rain had ceased. The sun was shining. Her first trick had been only a nightmare. The next would be different. She had made mistakes last night. She would not repeat them. She'd return to work and show those hard railroad men she could handle a brass pounder job as well as they.

Looking from her window, she saw the second-trick had his order board out against the north. Perhaps if she could watch an experienced operator hand up orders she'd get the hang of it.

NELLIE LET her flimsy pink nightgown fall to the floor and stood for a moment gazing down admiringly at her trim naked figure. She had full self-confidence now. Leisurely she washed up, applied a light make-up. She smoothed out the wrinkles of her silk stockings, the one luxury she could afford. Her legs weren't bad-looking at all, she decided. Then she studied her face in the mirror, turning it from one side to the other, and smiled with a woman's vanity.

"I *am* pretty," she told herself, "just as the agent said."

On that note, she put on her clothes and combed her dark hair. After that, she went over to the station, walking like a queen, and paced the station platform while she waited for the train to come for an order.

A little while before dark, a long freight rumbled into town. Dave Crandall was at the throttle. Jimmie Dean was down on the bottom engine step, ready to grab the order.

Larry came out of the office with it. He was wearing a blue silk shirt and black sleeve guards. He fixed the order between two fingers, gave his father a fancy highball, and stood away from the track until the engine, a big 4-8-2, was almost upon him.

When Nellie had decided he was not going to hand it up, he stepped toward the track like a boxer about to deliver a knockout and thrust up his hand. Jimmy snared the order neatly, lifted his hand in a wave of recognition to Nellie, and passed the flimsy to the engineer. Crandall glanced at it, whistled twice to tell the rear end he had made the catch, and roared on toward Osawatomie.

That afternoon Larry was sober and apparently in good humor. He came whistling down the platform where Nellie was watching.

"Hello, beautiful," he said. "I see you're out taking lessons."

"Yes," she said reluctantly.

"From what the boys said about the way you muffed things last night, I reckon you *sure* need 'em."

The girl flushed. Her eyes flashed fire, but she smothered the hot retort which arose to her lips. Larry stepped smartly toward the track as the caboose came by, cracked his heels together, and handed up the conductor's copy. Then he hurried back into the office.

FOR THE NEXT few nights Nellie Ames made out very well. Larry razzed her about making Bucyrus a scheduled stop for all trains, humorously described the blunders of her sister rails, and wanted to know when she was going to resign her telegraph job and go hunting a husband. He seemed a pretty good sort when he was sober, but when he had been drinking he was surly and mean, wouldn't even speak unless absolutely compelled to.

The girl was still nervous when she went to copy an order, and scared when she stood close to the track to deliver it with the big engines roaring by inches from her shoulder; but for nearly a week she didn't stop another train unnecessarily nor make a serious error.

The trouble began when the daylight station helper suddenly decided he had done his share of the railroading. The night he quit, the agent left a note for Nellie Ames, informing her that until further notice it would be her duty to take care of the station lamps and the order-board light.

Nellie was not afraid of work. She cleaned and filled the lamps in the house first, and shortly after sunup she climbed the semaphore pole, with wind blowing up her dress above those beautiful legs; but nobody was looking, so who cared; and she brought down the order-board light. She filled the tank full of oil, cleaned the wick, and lighted it. She *thought* she did her job correctly, for it was burning perfectly when she put it back in place and climbed down.

The young brass-pounding gal was now rapidly catching onto the routine of her work. When she came into the office that night she checked the trainsheet and the orders to assure herself there was nothing to deliver. Next she noted that the semaphores levers were in *clear* position. She did not go outside to see whether or not her light was burning.

A little before one o'clock, Number 4 whistled. Because the train was a few minutes off time, it should have come rolling on through. But when Nellie went to the door to watch it pass, the hoghead was slowing as if he intended to make a station stop. She did not think much about it, believing the crew had orders of which she knew nothing, and stood in the door complacently watching the big 4-8-2 come by.

The panting monster stopped a hundred feet down the platform. The engineer came back; the conductor strode forward. Without the least misgiving, Nellie stepped out from the foot of the semaphore pole to meet them.

It was Slow-Foot Johnson who spoke first. "Ain't you got a lamp up on the semaphore pole?"

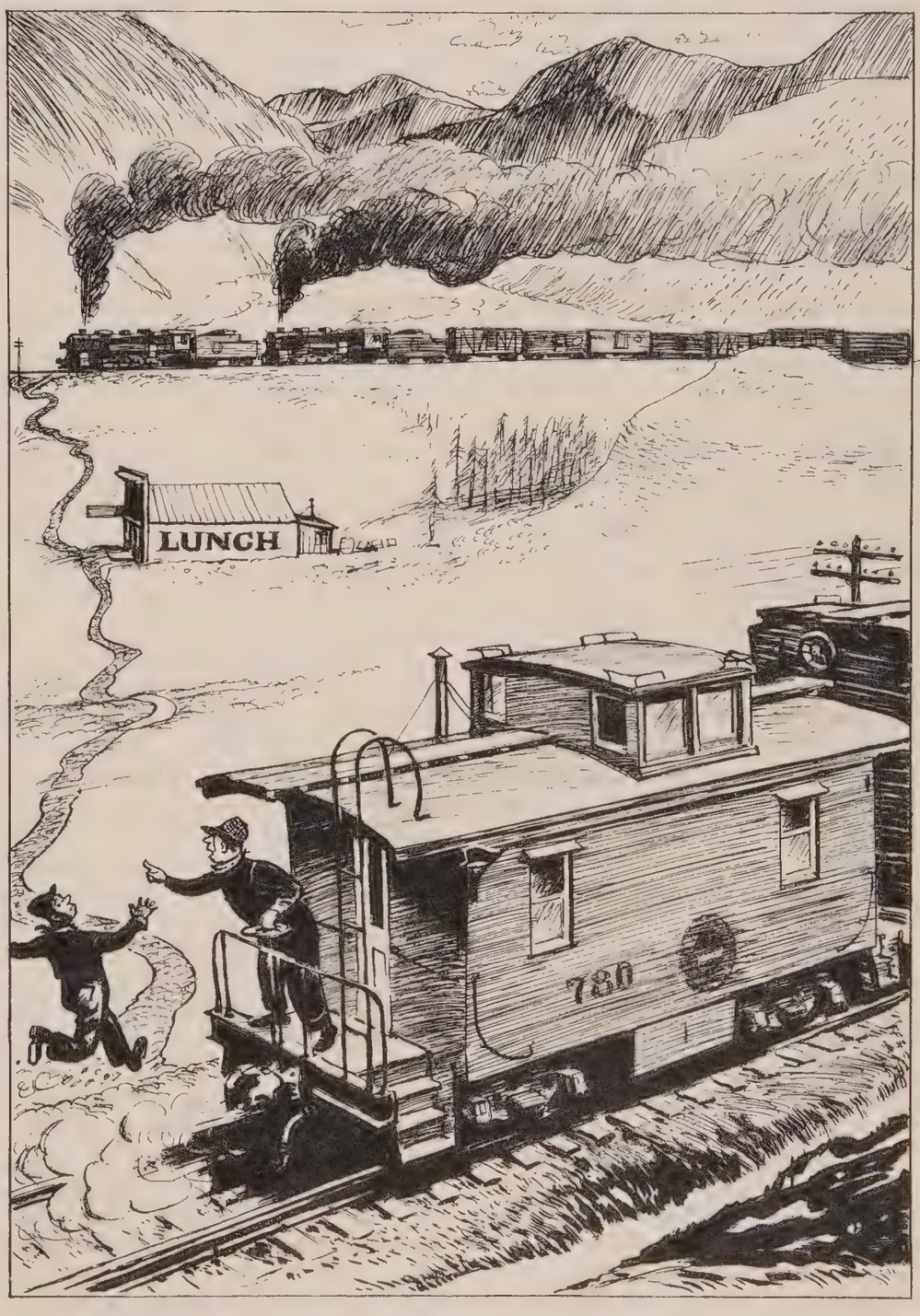
"Yes, sir," said Nellie.

"Why ain't it burning?"

"I thought—"

"You didn't even know it was out, I suppose?"

"No, Mr. Johnson. I cleaned



"And don't forget, Pete, that's salami on rye an' a piece a' apple pie!"

Drawn by Joseph Easley

and filled it this morning and put it up, but I never looked—"

"Oh, you never looked, eh? Why not? Do you think George Gould pays you sixty dollars a month for settin' around here with your eyes shut?"

Nellie had no good answers to these questions. The conductor and engineer took turns telling her how useless women brass pounders were and advising her bluntly to quit before she got fired. The conductor then wrote a crisp message informing the dispatcher that he had been delayed five minutes at Bucyrus on account of the order-board light not burning.

THAT FIVE-MINUTE delay and a hotbox turned loose a peck of troubles on the line. Jimmy Dean's crew, which had gone down on 877, was returning on 1st Number 68. They followed 1st Number 4 out of Osawatomie with 2nd Number 68 a few minutes behind, and both of them were running ahead of 2nd Number Four.

Besides these three trains from the south, the dispatcher—a new delayer on the Osawatomie territory—had Number 5 coming down from Kansas City, with a merchandise train, Number 59, running ahead of it.

As soon as the DS came on duty he realized that with five trains coming together there'd be a jam if he didn't watch his orders. Maybe two of the long freights would get into a town where there was room for only one in the sidetracks and had to "saw" the passenger trains by. In that case, he'd have to do some explaining.

Before Nellie's dead order light stopped 1st Number 4, this dispatcher had it all figured out. The way it looked to him, Number 59—the important one of the three freights—would meet 1st Number 4 at Stillwell, come up the hill ahead of Number 5, and make Wagstaff for 2nd Number 4, *if* it was not delayed; and 2nd Number 4 and Number 5 would meet at Wagstaff.

Figuring ahead so as not to delay Number 59, and banking on train crews to do their part, he put out at Wagstaff order Number 7 addressed to 1st and 2nd Number 68 reading:

"Number 59, eng. 23, meet 1st Number 68, eng. 17 at Bucyrus; meet 2nd Number 68 eng. 509 at Chiles. 1st Number 68 take siding at Bucyrus, 2nd Number 68 take siding at Chiles."

As the trains approached each other it appeared that his meet was going to be perfect. The first upset came when a hotbox drove Number 59 onto the hole at Martin City instead of at Stillwell for the meet with 1st Number 4.

That, and the few minutes delay to Number 4, blocked them so they would be forced into siding at Stillwell to let Number 5 by them and meet 2nd Number 4.

IT WRECKED his plans for the three freights. In order not to delay the two Number 68's, both carrying livestock, the dispatcher had to do some revising. And quickly, too, because Dave Crandall's 1st Number 68 had already received the order at Wagstaff and was rolling toward his meet at Bucyrus!

So the dispatcher called Nellie and gave her order Number 16 to be delivered to 1st Number 68 at Bucyrus, as follows:

"Order Number 7 annulled. Number 59, eng. 23, meet 1st Number 68, eng. 17, at Stillwell; meet 2nd Number 68, eng. 509, at Bucyrus. Number 59 take siding at Stillwell; 2nd Number 68 take siding at Bucyrus."

That would prevent a jam, because there were two long passing tracks at Stillwell. At the rate the train had been running, 1st Number 68 had time—not much to spare, but enough—to go to Stillwell for the meet with Number 5, the second one to make Bucyrus, thus leaving the passing track at Chiles clear for the meet between Number 5 and 2nd Number 4.

Although the responsibility for spoiling his first meeting point rested much more on Number 59's hotbox than on Nellie's little blunder, the DS blamed her for the whole thing.

"Don't let Number 68 head in!" he told her in sharp dots and dashes. "Call him up the main line for this order. And *don't you stop him!* If you mess things up again tonight, you'd better start packing your suitcase."

He did not tell the girl with brown eyes and pretty legs to let Number 68 head in if he hadn't time to go to Stillwell for Number 5. He didn't tell her anything except to *bring 1st Number 68 up the main line.* Then he turned his attention to breaking another jam up toward Kansas City and momentarily forgot what he had just told Nellie.

DAVE CRANDALL was one of those big, bluff, aggressive men who insist on having their own way. He would run the wheels of an engine so long as he could hold the mainline and keep going. But let a dispatcher give him an order heading him through a sidetrack when he thought he should hold the main, and he'd begin bulling. That's what happened that night.

When he picked up the order at Wagstaff putting him in the hole at Bucyrus for Number 59, he cursed train delayers in general and this one most of all.

Then he lit a fat cigar, stuck his feet up on the brake valve, leaned back against the cab frame, and loafed along fifteen miles an hour with the reverse down. He killed ten minutes in the seven miles, and when he whistled for Bucyrus he didn't have enough time to go to Stillwell against Number 5.

Jimmie Dean knew it. He had already checked his timecard. According to it and their orders, they'd stay at Bucyrus to meet Number 59 and Number 5 and to let 2nd Number 4 by them. He crawled out through the cab window and went over to the pilot to open the switch for Crandall to head in.

The order board was red when they came in sight of it. Crandall did not call for a signal, because he was letting the dispatcher tell him how to move his train instead of asking questions. He was sitting in the cab, his stiff neck bowed like a pawing bull, clanking along at 15 miles an hour.

Almost as soon as the board showed it changed color. It went red to green and back to red. The movement was repeated several times in quick succession. That was the operator's signal for the engineer to come up the mainline for orders instead of heading into siding.

Crandall answered the signal without hesitation, opened his throttle, and continued picking up speed. Jimmy looked back at the engineer and said to himself:

"Crandall, you'd better watch your step. With two trains in your face and two behind you, you're likely to roll down here into a little trap."

The hogger doubtless saw this possibility. Certainly he must have known that he needed help on both Number 59 and Number 5 in order to go to Stillwell, because he lacked several minutes having running time and clearance against the passenger train. He probably figured then if he did not receive two orders, someone would get into trouble, but he believed it would be the dispatcher and the operator who called him up the mainline.

NELLIE AMES didn't see the possibility at first. She was a bright girl—as smart as she was good-looking—and had more railroad savvy than the average, but she had not been working long enough to realize the dispatcher had made a blunder.

He had told her to call 1st Number 68 up the mainline. She called him up and went out to hand him the order.

The train was then 600 feet from the station running 20 miles an hour. About the time she placed herself into position to deliver her order she remembered that Number 5 would soon be due out of Stillwell. She knew it, because she had already heard Martin City put them through there. She didn't think the freight had time to go down the hill, but she was not sure.

When the engine was within 100 feet of her, she heard the dispatcher sounding her call. Was he calling her to hold Number 68? Nellie did not know. She debated whether to deliver the order or to hold it until she found out what the dispatcher wanted. If she held it, she would stop Number 68. He had told her emphatically *not to stop Number 68.*

The girl made up her mind to hand up her order. She could answer his call a little later.

Among speeding trains, indecision breeds disaster. In her moment of undertainty, Nellie had lowered her lantern and had stepped away from the track—*one step.* The engine came on, its light blinding her.

Eager to make her delivery, she forgot there was danger. She stepped toward the track—*two steps.* This put her squarely in the way of the pilot bar and cylinder head, but she was not aware of it.

Jimmie Dean saw her. He was still on the pilot but was holding his lantern so she would not try to deliver the order to him instead of to the fireman on the engine step.

He shouted: "Get back from there! You'll be killed! Stand back!"

Dave Crandall in his cab also saw the girl and felt sure he was going to strike her. He leaped to his feet, jerked the whistle cord and brake valve.

Jimmy whipped down from the platform to the pilot step. They were less than 20 feet away, and she was frozen like a scared rabbit in a headlight glare.

DAMNING the railroad for hiring girl operators, Jimmie measured his distance and left the step in a flying tackle.

He caught her beautiful waist and took her with him away from the track. His feet flew out from under him. He brushed the baggage truck and both human beings went rolling down the wooden platform, with her breasts pressed against his face.

Dave Crandall stopped the train and came running. His first frightened query was: "Did I hit her?"

Jimmie came up, wiping stardust from his eyes, and helping the girl to her feet. He answered: "No, you didn't."

The breath was knocked out of Nellie and she was so terrified that she couldn't realize what had happened. She brushed back her hair and fumbled with a rip in her blouse.

"Did I—" she faltered. "Was I in the way of the engine?"

"You sure were," Jimmie said.

Crandall added: "If this brakeman hadn't taken you out, you would have gone down right under my pilot wheels."

Nellie smiled gratefully. Soon the conductor came over. He had not been aware of the cause of their stopping, but he thought they had gotten into order trouble.

"What's the matter over here? he demanded. "Crandall, didn't you have any better sense than to come up the mainline into this trap?"

"She winked the board at me." The hogger was now on the defensive.

"What if she did? How did you know what orders she had?" He turned quickly on Nellie. "What orders did you have?"

"Orders!" Nellie had dropped her orders and forgotten them. She went looking in the cinders. "I had an order for you to meet Number 59 at Stillwell."

"Meet Number 59 at Stillwell?" thundered Crandall. "Didn't you have anything on Number Five?"

"No."

"Then why in hell did you call me up the mainline?"

"The dispatcher told me to; that's why!" Nellie was getting mad.

BOTH ENGINEER and conductor swore at the dispatcher for pulling that bonehead play. They didn't say much more to Nellie. Assured that she was not seriously hurt, Jimmie helped her into the office. Meanwhile, the dispatcher was melting the brass out of the sounder, trying to find out what had happened to 1st Number 68.

Jimmie left the girl there and went down the mainline to hold Number 5 until they could back into the siding. Long John McGregor had gone to flag 2nd Number 68, which was now pulling in behind them.

They were there for a long time, "sawing" trains. Finally, after the jam was broken and they were ready to leave Bucyrus, Jimmie went into the office for the orders which the dispatcher was putting out for them.

Conductor Hall and Long John McGregor were there, talking about Nellie and how she had gotten into the way of the engine.

"How did it happen?" the skipper asked. "You've handed up enough orders during the week that you ought to know where to stand by now."

"I did know," Nellie declared, "but I kind of lost my head and forgot."

She explained briefly how, when she heard the dispatcher calling, she had debated whether to hand the order up to them or hold it until she answered the call.

"When I finally made up my mind to deliver it," she said, "the train was right on me and I guess in the excitement, I got in too close."

"You'd better not make the mistake a second time, young lady," Long John advised her drily. "Mr. Dean here might not be standing on the pilot step, ready to stage a rescue."

As time went by, Jimmie became interested in telegraphy. He bought a practice set and started learning Morse. Nellie taught him little quirks she had learned in business college; and when he stopped in there they sometimes spent an hour at a stretch, sending and receiving over the set the daylight helper had rigged up in the office.

In return for this help, Jimmie taught the brass pounder tricks which would help her get along in the railroad game. He showed her how to hold her lantern so its light would fall upon the tissue instead of blinding the man trying to make the catch. He advised her to stand on the platform when the freights were running, to keep a watch for trouble.

"Wheels break," he explained, "brake beams fall, brakes stick and burn up the wheels and hotboxes run dry and burn off journals. You might discover a defect in a passing train which would prevent a million-dollar wreck.

He told her how to nose out a hotbox and how to make the "hotbox sign" by holding her nose between the thumb and forefinger, and how to make the "sticking brake sign" by rubbing her palms together.

"Give a trainman one of these signals as his caboose goes by," he assured her, "and he will immediately start hunting trouble."

Nellie listened to him, and to Long John McGregor and to Charlie Hall when they explained how trainmen figured meeting points with timecard, watch, and order.

OFFICIALS did not hold Nellie Ames responsible for the delays. They excused her because she was new at the game and was acting under instruction from the dispatcher. They did censure the dispatcher, for having her call a train up the mainline without knowing positively the crew could use the help he was giving.

The latter turned to his trainsheet for an alibi. He showed that Crandall had made good time to Wagstaff and had loafed along from there into Bucyrus. Officials, aware of the engineer's mainline complex, wanted to know of him why he used 25 minutes for the run instead of the 14 or 15 which might reasonably have been expected.

On similar occasions Crandall had used the hot-pin alibi, and the no-steam alibi, and the stuck-throttle alibi, and the sticking-brake alibi. This time the hogger said he'd have had plenty of time to go down the hill if the fool operator hadn't been standing in the middle of the track to hand up a train order and compelled him to stop his train to keep from killing her.

Officials sifted his story and found the grain of truth in it. They also figured the conductor's trip report and decided that if he had gone down the hill in the face of Number 5 after he received the gone down the hill in the face of Number 5 after he received the order at Bucyrus he would have gone despite the clearance rule.

They decided that Dave Crandall needed a lesson. They gave him five days for needlessly delaying his train and advised him in future to run at proper speed a passing track.

Crandall raved about it; told the other boys he had been unjustly disciplined because of that "damned female" down at Bucyrus.

ALTHOUGH neither the new second-trick man nor the agent offered help or encouragement, Nellie Ames managed very well in spite of them. Her telegraphing was better than the average. Flawless penmanship was her pride. She wrote orders that trainmen could read by the dim light of the water-gage lamp or railroad lantern. She got them up where men could grab them from caboose or engine, and often she told the fellows in sign language when there were boxes warming or brakes were sticking.

The winter rush was on. Coal, grain, oil, livestock, lumber—everything that a railroad hauls—were being poured into the bottle-neck at Osawatomie from thousands of miles of feeder lines west and south. Tracks were run down. Power was scarce and engines were almost ready to fall into pieces of junk.

Dispatchers were screaming for engines to move their trains, and merchandise runs were being held for hours waiting for engines to pull them.

Jimmie Dean was called out of Kansas City one December night on Number 877's connections running as extra 21 south with Dave Crandall at the throttle. The division was snowed under, both literally and figuratively. There were twice as many trains moving over it as the single iron could accommodate, and yards were blocked with cars which there was no power to move. From Puerblo into Kansas City, leaden skies were sifting down their cold white blanket.

Shortly after Jimmie had pulled out of Kansas City, a special carrying the president of the road and his board of directors left Council Grove, heading east. It was running passenger extra with right over everything, but it was following a fleet of freights and running a blizzard lashing the rugged plain east of Council Grove.

A few hours earlier, a trainload of bananas from the Gulf had left Coffeyville. It was expected in Osawatomie ahead of the special. Local officials could not afford to let the brass collars catch a banana hotshot cooling its wheels in the Osawatomie yards. They decided to get it out before the special came in.

Aware that Dave Crandall was a high-wheeling runner, they gave him the best engine in sight; and before they called him in Kansas City they figured on getting him into Osawatomie in time to bring back their bananas.

Without explaining *why* to Crandall, the trainmaster left instructions to the chief dispatcher to put all freights in the hole for him, and if possible get him into Osawatomie to meet Number 2,

which was several hours late, and expected in there shortly after one a.m.

A FEW MINUTES after Nellie came on duty that night, Dave Crandall, running into Martin City, where his son Larry was holding the graveyard trick, slowed to ten miles an hour to hand down a basket of home-cooked grub which Mrs. Crandall was sending down to their boy.

Although the reason never did come to official ears, when he kicked off his brakes he took the slack before they were all released and this yanked out a drawbar. That delayed him more than thirty minutes at Martin City. When he left there, it was evident in the dispatcher's office that, without further help, he was going to be stuck at Wagstaff to meet Number 2.

If he met Number 2 there, the banana train would arrive in Osawatomie before Crandall did; and since the engine must go to the roundhouse for servicing before returning to Kansas City, the fruit would be delayed.

To protect the banana run, the dispatcher—the same man who had instructed Nellie to call Dave Crandall up the main line several months ago—issued an order to Number 2 in Osawatomie and to Crandall's extra at Bucyrus reading.

"Number 2, eng. 1069, wait at Paola until 1:35 a.m. for extra 21 south."

That would give Crandall, with his light train, time to make Paola if he stepped along.

Nellie copied the order. It was made complete at 12:55 a.m. She expected Crandall to show by 12:58 or 12:59. As usual she tore off two copies of the tissue, one for the conductor, the other for the engineer, and rolled each with its clearance into a cylinder ready to be handed up, and laid them on the table beside her lantern. She then reread her copy of the order. As written, the word "Paola" looked decidedly like "Poola."

She peered through her north window into the thin snow. The extra was not yet showing. The operator was aware that her evil genius, Dave Crandall, was pulling it. She felt certain that even though he might say nothing to her, he would show the "Poola" order to every engineer and conductor as proof that women have no business railroading.

To avoid this, the beautiful young brass pounder determined to recopy the order and eliminate the flaw which a careless slip of the hand had put into it. She had no right to do it, of course. She knew that.

The rulebook specifically states: "Additional copies (of train orders), if made for *any* reason, must be repeated to the dispatcher" before being delivered to the crews who are to execute them. But, like most operators, Nellie considered this rule as merely a matter of form. She reckoned that anybody with sense enough to be a railroad telegrapher should be able to copy a train order without making a mistake in it.

So the girl tore out her copy, laid it on the table, arranged her carbons and began to write: "Number 2, eng. 1069, wait at Paola—"

Dave Crandall's whistle rang on the midnight air. Nellie quickened her stroke, writing so rapidly that she did not copy the rest of the order exactly. She crossed the waiting time of the train with the completion time of the order. Instead of 1:35 a.m. she wrote "1:55 a.m. for extra 21 south."

Hastily filling in the completion time as 12:35 instead of 12:55, she rolled the new copy, snatched up her lantern, and hurried to the platform to deliver it to the train, which was not almost upon her.

It did not occur to her then what she had done. She handed the copy to Jimmie Dean on the engine step.

He shouted: "Hello, kid!"

The train rattled by. Nellie hummed a snatch of song and watched the squealing wheels for trouble as the young brakeman had taught her. She handed conductor Hall his copy of the order on the rear platform of his caboose and watched the tail lights faide away toward Wagstaff.

TEN SECONDS after the train had gone, Nellie Ames sensed that somehow she had blundered. She dashed into the office, snatched up the pad, and compared her last copy with the original.

It did not require long for her to discover that the recopied order gave two different trains rights on the same piece of track for twenty minutes. Neither did it take her long to decide a course of action.

Nellie slipped into her chair and called the dispatcher. She was not nervous nor excited. There was no immediate danger of collision. She thought her job on the K&A was gone, that she might never find another. But in a hand as steady as it had been when she had repeated the order a few minutes before, she told the dispatcher what she had done.

He did not scold her. Trying to educate a student operator who was working her last night on the job was a waste of time.

Soon after he had made that order complete, word had come from the west end that out toward Council Grove, a brakeman flagging a stalled train from behind the caboose stove had let one freight train plow into another, filling the right-of-way withcars, and tied up the railroad president and the directors behind a smash which would require hours to clear.

The dispatcher called Wagstaff and told the operator to get Extra 21 into siding and hold it there until Number 2 had run. Then he cleared the line west for the Osawatomie wrecker to go to the smash at Vassar.

Crandall, still the ballast-scorcher when the dispatcher was favoring him, read the order, handed it to Jimmie, and looked at his watch.

"One fifty-five at Paola," he commented. "We've got almost time to make Osawatomie for them if they're off that much. The delayer may put out more time for us at Wagstaff. We'll step along."

He snatched out another inch of throttle and melted the snow off the right-of-way from Bucyrus to Wagstaff. When he came in sight of the Wagstaff order board and saw it red, he shouted to Jimmie:

"Get down there and be ready to grab this order. I'll bet we're going to Osawatomie for Number Two."

THE RED order light flickered toward them through the thin veil of wind blown snow. A moment later a red fusee blossomed in the night.

Crandall muttered a "damn," set his brakes, and ran by the station doing five or six miles an hour. The operator threw away the fusee and swung into the cab.

"What in hell is the matter now?" Crandall asked.

"Dispatcher said for you guys to back up and head in here to clear Number Two."

"But it's only one-nine now," the hogger protested. "I've got till one fifty-five to make Paola for 'em."

"You think son, but you ain't."

"Why not?"

"Because," said the operator, "Bucyrus bulled that order she handed up to you."

"What do you mean bulled it?"

The op explained briefly what had happened. Again Crandall damned female brass pounders.

"That's just the way of 'em!" he stormed. "Never do anything right. Know nothing about railroading and won't learn."

"Blunders were made on this pike before they ever hired Nellie Ames," Jimmie announced, coming quickly to the girl's defence.

"Stand up for her!" Crandall said sneeringly. "I suppose we'll be hearing soon that you've married her."

Jimmie wasn't interested in Nellie matrimonially, because he had a girl down in the Ozarks, but retorted quickly: "She'd make some man a good wife, old-timer."

"She'll be needin' a man to make a livin' for her when the smoke clears away from this deal, because she sure'n hell won't be drawin' pay from the K&A Railroad."

JIMMIE thought engineer Crandall was right. He realized the officials would fire Nellie Ames as quick as they could get an operator into Bucyrus to relieve her. He opened the switch to head in, and the train stayed until Number 2 came at 2:01.

The crew did not get the bananas out of Osawatomie. They caught the drag following it, and at 4:40 headed into the passing track at Bucyrus to meet Number 7 and a flock of freights.

Long John had butchered a three-pound chicken which had followed him out of a car into his caboose while they were waiting for Number 2 at Wagstaff. He had it nicely browned, and a pot of hot coffee and a batch of sour-milk biscuits ready to eat when Jimmie came in.

Wind howled. Powdered snow sifted in through cracks about their waycar windows. Heat from the round stove glowing cherry-red melted the flakes and left dark streaks on the floor.

They had not come together to talk about Nellie's problem; but while they were eating fried chicken, Charlie Hall said: "It's a hell of a night for a woman to be kicked out of her job, ain't it?"

Long John replied: "They kick *men* off the job for bungling train orders."

The brakemen left their dishes unwashed, and all three of them struck out for the office as soon as they finished eating.

Nellie was feeling blue when they came in, but was fighting hard to keep her nerve. While munching chicken and sipping coffee, she showed them copies of the order, both the original and the copy she had made from it.

"It's funny," she said, but the quiver in her chin showed clearly it wasn't funny, "how one will work a lifetime trying to accomplish a thing, and then lose it all by one mistake."

"You've always figured on being a railroader?" Jimmie queried sympathetically.

"Yes."

The girl watched the snow flicking by her closed windows, as Charlie studied the order and Long John smoked his cob pipe.

"I began preparing for it when I was knee-high to a gosling," she said. "At twelve I picked blackberries down in the hills by Gentry, Arkansas, lugged them five miles through the heat, and sold them at a dime a gallon, earning money to buy my first mail-order practice set. We put it up in the old log house, my daddy and I, and I went learning to be a railway telegrapher."

Jimmie Dean asked: "Was your father a telegrapher?"

"No, he was a conductor. He was hurt in some accident out West when I was a child. He's been in a wheel-chair ever since I could remember. I thought if I could get the money and send him away to Chicago, maybe he'd walk again. But now—"

Nellie shoved away the plate and went outside to watch a freight go by. Under his breath, the conductor muttered: "Ames, huh!" And Long John McGregor nodded wisely.

WHEN she came inside, Hall asked in a kindly tone: "So your father was a conductor, was he?"

"Yes, on the K&A, out toward Pueblo."

"Was he—hurt in a stock chute?"

The girl looked up in surprise. "I think so. Around Ordway, or maybe Sugar City. He never liked to talk much about it."

Mr. Hall asked: "So you're Jerry Ames' kid, are you?"

"Yes. Did you know him?"

"Mr. McGregor and I both did," the conductor said evenly. "We were braking for him that night out at Ordway when the stock chutes caught him picking up a car of cattle in a blizzard about like this."

The crew remained in the office until Number 7 ran. Before they left, the conductor said:

"You keep your chin up, kid. You may not lose this job after all. I once did a big favor for Mr. George Gould which I am sure he still remembers. I aim to see him while he's in Kansas City and explain the circumstances. He may do something for you."

Do something for *her?* Mr. Gould, the head of a mighty System that extended from the Pacific Ocean almost to the Atlantic? Nellie shook her head hopelessly; but when the trainmen went out she thanked them for all they'd done, and managed to smile when she said it.

Every time her call came over the wire that night, she expected a message telling her she was relieved of duty. It had not yet come when she went off at eight, nor yet when she called late in the afternoon.

But when she came over at 11:30 to relieve the agent who was doubling that night for second trick, he handed her a wire

pass into Osawatomie and a message from the chief instructing her to report to his office immediately upon arrival.

A faint hope she had held all day died when she read the message. Sadly she carried in coal and filled the big stoves full to keep her warm during her last night on duty.

SNOWFALL had ceased. The sky was moonlit. The mercury stood at twenty-six below. One of those bitter cold nights it was, when packing grease hardens and journal boxes run hot, when coupling knuckles snap like glass, and men freeze fingers, when car wheels break and send whole trains limping into the ditch.

Shortly after midnight the traffic jam broke and the line became alive with trains, all of them running late. Dispatchers were figuring ahead to keep them moving. Nellie heard Mr. Hall's crew leaving Kansas City at 11:55 on extra 509 with twenty-two cars of merchandise. Dave Crandall came out at 12:40 pulling Number Five.

The wreck on the west end had been cleared and trains were running through. The special carrying President Gould and his board of directors led the procession into Osawatomie; and the dispatcher was moving them north as 1st Number 4 running three hours late, Osawatomie to Kansas City.

By the way he lined up his orders, Nellie figured that despite previous delays, the dispatcher was still trying to favor the president's train, still trying to make a hotshot out of it by giving it precedence over all other trains on the line.

Because Number 5, the westbound limited, was by the new timetable superior to Number 4 over the Kansas City subdivision, and because he did not wish to put the president's train into siding for it, the dispatcher issued an order instructing Number 5 to take siding and meet 1st Number 4 at Stillwell. The girl noted that order, issued to Number 5 at Kansas City, and to 1st Number 4 at Osawatomie.

Shortly before one o'clock, the Leeds operator called into Osawatomie to report Number 5 stopped a mile south of town and whistling out a flag. Nellie heard the call and its answer.

"Let me know when they move," the dispatcher instructed him.

There was no third-trick operator at either Dodson or Stillwell that winter, because ordinarily the heavy traffic was on the first and second tricks over that part of the line. This left the two 14-mile gaps, Leeds to Martin City and Martin City to Bucyrus, without telegraphic communication after midnight and made it difficult for the dispatcher to deliver orders to his trains.

Nellie kept listening in. Several minutes elapsed. Hall's merchandise train was forty minutes out of Leeds. It should soon be showing in Martin City. First Number 4 was pulling out of Osawatomie. The dispatcher again called the Leeds operator.

"What is Number Five doing?"

"Not moving yet," the operator responded. "I think they have a hotbox on a Pullman."

"Call me when they move."

Nellie was now growing wise to the way of the train dispatcher. She figured that unless he changed the meeting point between 1st Number 4 and Number 5, the official train would be stuck for a long wait at Stillwell. She listened for his call. It soon came.

When Number 5 had been stopped out of Leeds ten minutes, the dispatcher went calling Martin City and Bucyrus. The girl answered quickly. Dispatcher told her to stay on the wire. He kept calling Martin City.

Larry Crandall, holding the graveyard trick there, did not answer at once, because he was outside getting a scuttle of coal to fill the big stoves in waiting room and office. The engineer's son had been keeping his blood hot all day with liquor. He had been carrying a heavy jag when he had come to work, and had emptied another half pint before going for his coal. He had trouble hitting scuttle with the scoop, and was gone a long time.

When he answered the call, the dispatcher signaled him: "31 south, copy 3," and to Nellie, "19 north, copy 3." The girl knew that in transmitting an order such as he was about to issue then, the dispatcher sent it to the train he was restricting—Number 5 in this case—as a "31" order (requiring the conductor's signature) and to the one he was helping, 1st Number 4, as a "19" order (to be handed up by the operator).

With the two operators on the wire, the dispatcher sent simultaneously to both order Number 12, superseding order Number 3: "Number 5, eng. 6604, meet 1st Number 4, eng. 6609, at Martin City instead of at Stillwell. Number 5 gets this order at Martin City."

At 1:35 he had finished transmitting the order, and Larry Crandall had repeated it. At 1:38 Leeds called to report Number 5 moving. At 1:40 Paola put 1st Number 4 by.

Nellie figured that Number 5 could almost make her Stillwell meet, if the dispatcher decided to smash the order. However, he let it stand rather than take the chance on delaying the official train; and at 2:02 she handed it up to 1st Number 4, running through Bucyrus.

OF COURSE, Larry Crandall had pulled his board to stop Number 5 before copying the order for it, just as Nellie pulled her own. A minute after he had finished, Hall's merchandise train whistled for the milepost. To pass the freight, Larry must either clear his order board for it or else issue a clearance card on the board showing there were no orders.

Because he had a message for the freight, he wrote the clearance card, folded it in the message slip and went outside to hand it up. His platform was slick, where the rain had fallen yesterday and frozen a coating of ice an inch or more thick.

A young engineer pulling the extra came into town calling for a signal. Larry gave him a highball and stepped in close to the track to hand up the message. Jimmie Dean made the catch. Then as Larry stepped away from the train his feet skidded on the ice. He fell and almost rolled under.

While the 22 cars were rattling by, he managed to recover his footing and handed up the message to the rear; but when he went into the office he was

scared until he could scarcely stand. Forgetting he had a "31" order to deliver to a following train, he pulled in his board, from force of habit, took a drink of hot coffee, and sat down by the stove to thaw out his benumbed fingers.

Although thirty minutes had elapsed before Number 5 came, he did not observe that his board was not set to stop them. The first inkling of trouble came when the engine shot by running forty miles an hour.

He jumped up, looked out of his window, and muttered: "What in the devil does the old man mean runnin' my order board?"

Quickly his eye caught the accusing lever. He knew then the old man had not run his order board, for the order board was clear. He almost tore the lever off its quadrant throwing it red, but the engine ahd most of the train had then gone.

He snatched up a fusee, dashed through the waiting room and out to the platform, waving stop signs; but by that time the tail lights of Number 5 were rapidly receding toward Stillwell, and the flagman was not on the rear platform watching back.

Larry was cold sober now. His teeth were chattering. He dashed back to his post, kicked the chair out of his way and went calling the dispatcher.

Nellie heard him when she came in from handing her order to Number 4, heard him ticking out the terrifying information that he had let Number 5 get by him, making Stillwell for a meet with Number 4.

The dispatcher broke in, calling Bucyrus. "Stop Number Four!" he rattled. "Stop Number Four!"

BUT NELLIE could not stop Number 4, for it was roaring down the hill on its way to a meet with Number 5 at Martin City! Other trains had gone down through those woods on the crooked track between Stillwell and Martin City with mixed orders. Some had hit head-on. Estimating the time these two would arrive in Stillwell, it appeared as if nothing could prevent their meeting in the curves below Stillwell switch.

The dispatcher called the trainmaster and the division superintendent. Then he called the roundhouse for its fastest engine to pull a hospital train and the wrecker.

Nellie Ames dropped weakly into her chair. Outside, the telegraph wires were whining with the cold, but inside not an instrument was sounding. It seemed as if a dead hush had suddenly fallen over the division.

Her first thought was: "If only there were an operator at Stillwell!" But she knew very well there was not.

Her next thought was: "Extra 509's in there!" She knew it was, because she had been hoping ever since it left Kansas City it would make Bucyrus, but it hadn't. It had gone into the hole at Stillwell. "Extra 509, and Jimmie Dean, and Long John McGregor, and Charlie Hall. . . ."

Random thoughts of them flashed through her brain . . . Charlie and Long John with her daddy at Ordway. . . . Charlie going to talk to Mr. Gould in her behalf. . . . Jimmie Dean learning to telegraph.

Her hand touched the silent key. Unconsciously she ticked off the Stillwell signal, alternating it with another she and Jimmie had fixed up the first night he had practiced with her here in the office. "SL—JD—" She sounded, slowly, unconsciously at first then consciously, "SL—JD—"

Of course, there was scarcely a chance in a million he would hear it. He would be in the cab, or maybe back in the caboose with Charlie and Long John eating fried chicken. Somebody on that crew could sure fry chicken.

The dispatcher interrupted her gloomy thoughts and her sending to ask: "Why calling SL? Nobody there."

"Head brakeman Number 509 reads Morse," she answered. "Might hear."

He did not tell her to stop. She kept right on, incessantly rattling off the signal—"SL—JD—SL—JD—"

THE ENGINEER on extra 509 that night was a young runner. As they approached Martin City, he and Jimmie were debating whether to remain there or go to Stillwell against 1st Number 4.

"We're gonna be a minute shy on time," Jimmie calculated, "but if we make the hill in good shape, we can clear them."

They decided to go. When they saw the order board out for them at Martin City, and Larry Crandall handing something up, they figured they were getting help on 1st Number 4; but instead of help it was a message to "pick up SP 45, 362 at Stillwell."

Although both of them guessed correctly that the car had been left there as a "bad order" and repaired during the night, they damned the dispatcher and swore they were not running a midnight local. Nevertheless, they knew very well they were going to pick it up.

The young runner did not make the hill in *too* good shape. They were getting on short time when they pulled into the clear at Stillwell. The train was due there in about four minutes, but as they had guessed, it was a trifle late on its running order.

Jimmie dropped off the engine at the lower end of the house track, intending to walk by it and locate the car he had to pick up. Almost as soon as he hit the frozen snow , he heard a terrific racket in the train a few cars back, a persistent *ker-thump—ker-thump—ker-thump!*

He cocked his head to listen, "Either a flat wheel or a broken one," he reckoned aloud. With the train now in the clear, he gave the engineer a stop sign. Just across the main track, the telegraph sounder was calling then: "SL—JD—SL—JD—" But Jimmie did not hear it. He walked back to inspect the car. The right front wheel had a chunk as big as his head broken out of it.

He started first toward the caboose, intending to break the news to the conductor; but before he had gone a car-length he changed his mind, decided first to locate the car he had to pick up out of the house track. Crossing the main track, he went striding up the platform past the station. The office was dark; but in it the telegraph sounder was still clicking.

Slapping his hands and stamping his feet to keep up the circulation, he paid no attention to the signals. Then he caught the dots and dashes coming in slowly and

laboriously as Nellie had sent to him so he could read them, "JD—SL—JD—SL—"

He stopped and looked toward the darkened office. There was no mistaking the signal. Somebody was calling insistently. It must be Nellie Ames.

No other brass pounder would send a message at that slow rate.

He tried the doors and windows. Every one was securely fastened. Brakemen were not authorized to smash telegraph office windows.

AWAY UP the hill, 1st Number 4's whistle snapped out a crossing blast. The call kept coming. There must be a reason. The official train whistled for the mile. Jimmie's gloved fist shattered a window pane. He lifted the sash and crawled quickly through.

The instant he touched the key, a succession of dots and dashes flooded the office pouring in so fast he could not read them. He signalled "repeat." The click of the sounder slowed. He made out the command: "Flag Number 4!" and again, "Flag Number 4!"

The train's headlight was now showing 1,000 feet up the track, and the windows quivered beneath the tread of hammering drivers. There was no time to ask why. There was not even time to find red light or fusee.

Jimmie leaped through the window and dashed madly across the track, giving *washout* stop signs with his white lantern. The engine whistle answered his signal. Emergency air stopped the train below the switch, and the engineer backed it up to clear.

Jimmie met the conductor. Together they went down to explain to the engineer why he had been flagged.

While they were in the cab George Gould himself, president of the Gould System, wearing a heavy fur coat, came trudging through the snow to learn why one of his employes in stopping the train had stood his guests on their heads. No one knew yet; but while he was inquiring, Crandall on Number 5 whistled for the milepost, whistled a meet and came heading into the passing track.

There was a conference in the telegraph office when the agent came in answer to his call. It was brief, but the essential details were explained. How a brilliant young operator had blundered; and how a persistent girl's calling a dead office and the uncanny response of a half-frozen freight brakeman who read Morse had blocked it before Death strode through.

Before it ended, Charlie Hall found opportunity to explain personally to Mr. Gould who the girl was and that she was about to be discharged for a little error of her own. The big chief made no promises; the conductor asked none. The special went on into Kansas City, and the freight followed Number 5 into Osawatomie.

NELLIE AMES was on hand in the super's drab office at Osawatomie that afternoon for the investigation. She was scared half to death, although Mr. Hall had done his best to reassure her.

Nellie was not the only offender present, nor the chief one. Larry Crandall was there—a sober, crestfallen youth, awaiting penitently the blast of official vengeance. Old Dave Crandall was there, too—a softened, suppliant father, pleading one more chance for an erring son.

Charlie Hall was there, and Long John McGregor, and Jimmie Dean; and on the table were two sealed letters from the president of the far-flung Gould System.

Fortunately for all concerned, the super was not a hard man, and on this day he seemed to be in an especially mellow mood. The investigation first took up Larry Crandall's case. After hearing the evidence on both sides he gave Larry a stiff lecture and said:

"I'll give you ninety days without pay to sober up, young man. After that if you can satisfy me that you won't smear liquor over your train orders, I *may* take you back into service."

Then Nellie was called in. The first question put to her was: "Why did you find it necessary to rewrite the order which you gave to extra 21 two nights ago?"

Nervously Nellie explained to the superintendent that she had made a slight error in penmanship, and produced the three copies of her old order to prove it. The brass collar glanced over the papers.

"If train crews never pick up an order worse written than this one is," he said, "they'll never find excuse for misreading them. But since you did rewrite it, why didn't you repeat it to the dispatcher as required by rules? You knew the rule, didn't you?"

"Yes, sir," meekly.

"Then why did you disobey?"

The beautiful Nellie had no answer. The super smiled condescendingly. He asked whether, if she were to be continued in the company's service, she thought she could live up to the rule from now on. When she replied affirmatively, he called in Jimmie Dean and picked up the two envelopes from his table.

"One of these is addressed to you, Miss Ames," he said, "the other to brakeman Dean. I don't know what they contain, but I might guess."

Nellie's trembling fingers tore the flap of her envelope as she turned expectantly to Jimmie and asked: "I wonder what we got?"

"Read it!" said Jimmie.

Out of each envelope came a check and a personal note from Mr. Gould himself commending the girl op and the amateur telegrapher for distinguished service to the Kansas & Arizona Railroad.

The note to Miss Ames mentioned the accident which had happened to her father fifteen years ago in Colorado and expressed the hope that she would share the check with him.

In conclusion Mr. Gould wrote: "We have many reasons to honor the women in our telegraph service. Miss Ames, not the least of which is your initiative in handling the recent emergency. We are proud of your record as a railroad girl."

Railroad girl! A brass-pounding girl. It was what Nellie had always wanted to be, ever since the days her childish feet pattered through Dad's old caboose; and now recognition had come from the big chief of a steel network.

So Mr. George Gould was proud of her record? Proud of— Just wait till Dad sees this letter, back home in the invalid chair. Her brown eyes were shining. ●

IN SEARCH OF STEAM

With Mike Eagleson

IT WAS a gallant venture. The Allegheny Railroad of Akron, Ohio, made history by scheduling a doubleheaded steam excursion—in these modern days!—over the shining rails of the once-mighty Pennsylvania (remember that slogan, "Standard Railroad of the world"?) from Pittsburgh to the Valhalla of steam, Altoona, Pa.

The date was last May 15th. Conrail, now operator of what used to be the Pennsy, generously let the excursion company run its ex-Reading 4-8-4 No. 2102 and ex-Grand Trunk Western 2-8-2 No. 4070 (ex-3734) over the famous route. I was at trackside to cover this spectacular event for *Railroad Magazine*.

The two mainline locomotives pounded out of downtown Pittsburgh at precisely 8 a.m. Early morning sun lit up the city skyline—its turrets and battlements, so to speak—behind the majestic steamers belching smoke as they hauled more than 20 assorted passenger cars filled with happy travelers. At first things operated smoothly. Back in the coaches, railfans were having the ride of a lifetime, or thought they were. Later in the day, however, disaster struck.

The aging 2102 developed a hot driver journal, halting the train at Cresson. Apparently a malfunctioning Hennessy lubricator was at fault. With unromantic diesels on the point and the fans frustrated, the two steamers were hauled ignominiously at 5 mph uphill to Gallitzen. There they were uncoupled, wyed, and serviced. The passenger consist, minus its glory, continued gloomily downhill around Horseshoe Curve to Altoona . . . with diesels!

After a lengthy service stop at Gallitzin, the steamers and two other diesels backed down the grade and around the curve to pick up the waiting passengers and train at Altoona. There, you remember, in some of the world's greatest locomotive shops, the Pennsy did more than any other rail system to develop steam power. Nostalgia hovers like a fog over that fabulous area.

Anyhow, the fantrip pulled out of the Pennsy stronghold behind its advertised schedule. It got only a few miles toward Horseshoe Curve when the gods of high iron struck again, this time on the heavy grade! The 4070's right-side eccentric rod came loose and banged around against the ties and boiler. The engineer immediately dumped the air on the train. Two knuckles broke under the strain, cutting the train into three sections!

Following the delay of replacing the broken couplers, the 2102 and diesels towed the 4070 and its cars around Horseshoe Curve at 8:35 p.m.—too late for pictures! The steamers came off at the top of the hill at Cresson, and the dieselized train continued glumly back to Pittsburgh.

Following a suggestion made in my February column, Allegheny shopmen removed the squared-off cab and straight edge from the bottom of the running boards of the Reading 4-8-4 to make a more historically accurate restoration of the T-1 class. The running boards and cab shapes had been altered four years ago when the 2102 was disguised as Delaware & Hudson 302 for that road's sesquicentennial ceremony. I congratulate the Allegheny members for caring enough to make the locomotive look the way she was built. More steam operators should follow this fine example.

As for the Pittsburgh-Altoona fantrip with doubleheaded steam power, an identical trip was repeated the following weekend, May 22nd, but without undue incident, showing that steamers and the Allegheny group could and did provide a good run free of problems. A special thankyou must go to Conrail management, which gave everyone a second chance to see big-time steam working wide open on Horseshoe Curve.

HOPING TO DRAW tourists to remote vacation spots in Japan, steam-train hotels are the latest rage. The Japanese National Railroad uses obsolete passenger cars and old retired steam locomotives as nostalgic accommodations. At one such hotel overlooking the seaside, the cars are stationary but the locomotive is steamed occasionally, puffs smoke, and blows its whistle. In no time, the hotel is packed with eager customers.

Thus far, six train hotels now dot the remote areas of beautiful Japan. Their success assures that others will be built, preserving steam locomotives and passenger cars in the process. One hotel bought five old coaches for the equivalent of $2,000 each, and the railway threw in a D-51 class Mikado free. Hotel rates are about $6 for an upper and $6.50 for a lower berth.

Photograph by Mike Eagleson

THE RESTORED old Sumpter Valley Railroad is seeking funds to barge two ex-SV engines from Skagway, Alaska, to Seattle, Washington. About $17,000 is needed to return the two American Locomotive Works 2-8-2's of 1920 vintage to their old haunts for operation.

The 101-ton Mikados were retired in

Allegheny R.R. steam excursion with ex-Reading 2102 and ex-GTW 4070 at Derry, Pa., on May 22, '77.

1941 and sold to the White Pass & Yukon Route for continued service. Built as woodburners, the pair were converted to oil by the WP&Y. From Seattle, the Union Pacific has generously offered to provide rail transportation to Baker. In addition, the UP will donate four miles of track from the old Brogan line to the non-profit restoration group. The narrow-gage, inside-frame 2-8-2's are very good-looking. I wish the Sumpter Valley group success in their venture.

LIKE MANY other old preserved locomotives, ex-Frisco 2-8-2 No. 1352—displayed at Kansas City, Mo., since 1953—has become a target for vandals. In addition, a child was injured in a fall from the locomotive; the resulting lawsuit led to a decision to dispose of the Mikado. The Kansas City Railroad Museum has established a "Save Mike Fund" to move the engine and possibly restore her to operation.

Built in 1911 by the Schenectady Locomotive Works, she was modified in 1943 by the Frisco at their Springfield, Mo., shops. The estimated

Fireless cookers idle since last March outside power plant at Venice, Ill.

cost for moving and restoring her for static display is $20,000. Unless enough funds are donated, she will be cut up for scrap. Almost daily, I receive inquiries from groups seeking a steam locomotive. Now here's one that will be dismantled if she doesn't find a home soon. Contact "Save Mike Fund," Stadium Banks, 8959 East New 40 Highway, Kansas City, Mo. 64129.

EX-LOUISIANA CYPRESS COMPANY No. 1 is now being repaired and restored by Warren Frye, 7320 Peachtree Dunwoody Rd., Atlanta, Ga. 30328. Warren built an impressive jack stand for use in lifting her boiler off the frame. Restoration is being done at Griffin, Ga., 40 miles south of Atlanta. I hope to see some photos of No. 1, once the work is completed.

UNION PACIFIC 4-8-4 No. 836 is in the Cheyenne, Wyo., roundhouse next to famed fantripper No. 844. Apparently the 836 is being refurbished, reports Ronald Harmon, 1269 W. Highland Dr., Oak Harbor, Wash. 98277.

EX-CANADIAN PACIFIC 4-6-2 No. 2634—stored since 1966 in a Winnipeg boneyard—went on display in Crescent Park in Moose Jaw, Sask. Now the Moose Jaw's Western Development Museum wanted to have a steamer and a restored station to display, she was loaded on a flatbed trailer and hauled to the new site to be shown with other period transportation artifacts.

FOUR FIRELESS STEAMERS have been sitting idle since last March at the Union Electric Co. power about plant in Venice, Illinois. At the height of the fuel-oil crisis, the plant apparently has switched from burning coal—for which the steam engines moved coal cars around the yard—to burn a mixture of oil and gas. The steamers were last used in late February or early March. The yard is now completely empty of hopper cars and the steamers' future is dim. No plans to preserve the locos are known at this time, says Cliff Saxton, Jr., 2 Angest Lane, Webster Groves, Mo. 63119.

AN 8-MILE steam train ride is now being considered for Cape May, N.J. The run over Conrail tracks between that seaside town and Wildwood Jct. would operate from May through October, with some 100 week-end and holiday trips. Cape May will organize a Steam Train Economics and Management (STEAM) Planning Committee to pursue the project and will sponsor a feasibility study. At this writing, we have heard no suggestion of a suitable steamer.

SANTA FE 4-8-4 No. 3768—displayed for 19 years in a park near Friends University in Wichita, Kan.—has been moved to a new permanent resting spot. The 300-ton loco looks great, positioned near Union Station platform, where she used to stop for passengers. Now that she is back on the rails again with access to the outside world, perhaps an excursion group could be formed to restore the Northern type for mainline fantrips.

Of Interest to Collectors

THE JERSEY CENTRAL STORY, by Paul Carleton, 9x11¼", hard cover, 416 pages, hundreds of photos, maps, timetables, and terminal track plans, P&D Carleton, 158 Doretta St., River Vale, N.J. 07675, $30. (Also available from Railroad Magazine Book Service.)

AT LAST, a definitive motive-power album of the renowned Jersey Central from its incorporation in 1849 to its inclusion into the Conrail system. This is the single photo story source of all the CNJ operations in the Garden State. The author tells me that its Pennsylvania operations will be covered in a future work. This is the largest and most pictorially comprehensive CNJ book, with the most complete picturing of all its locomotive classes, right through the steam era and into contemporary diesels. Also well covered are the Reading and the Baltimore & Ohio, which shared its joint trackage and its famous Communipaw Engine Terminal in Jersey City. Camelbacks, long associated with the "Big Little Railroad," are prominent. The printing is fair to good, with large photos and imaginative page layouts.

STEAM TRAINS OF THE SOO, by Leslie V. Suprey, hard covers, 120 pages, hundreds of photos, maps, timetables, rosters. Steam Trains of the Soo Publishers, 1012 Holly Lane, Fortuna, Calif. 95540. $13.95. (Also available from Railroad Magazine Book Service.)

IN THIS fourth revised, or Bicentennial edition, of the original deluxe 1962 work, more photos of steam and historical front end matter have been added. Certain pictures have been replaced with better views found since the first printing. Too little has been written about the Soo, and even less about its attractive classes of steam locos from the parent road and its predecessors. Dramatic scene action photography and roster portraits form a lasting record of the engines, also the historic stations and the men who ran the Soo.

REUSING RAILROAD STATIONS—books I and II, soft covers, 60 and 80 pages respectively, 11x8½", numerous photos, drawing, plans, Educational Facilities Laboratories, 850 Third Ave., New York, N.Y. 10022, $4 per volume. (Also available from Railroad Magazine Book Service.)

BOOK I is a well-done look at the architectural beauty of typical American railroad stations, how their design related to the era in which they were built, and their function. Outstanding documentary photography of stations in their heyday, as well as their eventual demise today. Book II concerns itself with how groups can be formed to muster resources to convert and save underused and unused railroad edifices today for private or civic use. This volume describes procedures of market studies, mortgages, rental incomes, etc. Photos show what some groups have done to preserve the village depot or downtown Union Station. The various uses which these steam relics now perform makes a fascinating study. ●

NKP Ten-Wheeler No. 107 charged off iron at Amboy, Ohio, about 1900.

Paul W. Prescott collection

TRACKSIDE
in the Diesel Age

With Jim Edmonston

ONTARIO NORTHLAND 900, a locomotive unit for one of their new TEE Train sets, was unloaded from the freighter *Wolfgang Russ* in Toronto on April 19th. Four TEE sets will be used in Canadian service, all four refurbished European equipment. Mike Lindsay of the Upper Canada Railway Society sent us a fine photo of them from the *Toronto Globe and Mail.*

Are Canadian National locos once again on Conrail, or did Jim Chekouras of Ashtabula, Ohio, see a leftover orphan the other day, running in a lashup with Conrail units through his town? In that area, by the way, U.S. Steel wants to build a new plant on a 2800-acre tract lying between Conneaut, Ohio, and West Springfield, Pa. The U.S. Army Corps of Engineers held public hearings on a system of pollution control which U.S. Steel will have to install in Lake Erie.

If the plant is built, the existing railroads (Norfolk & Western and Conrail) should rejoice. However, no mention is made of the Bessemer & Lake Erie, a road owned by U.S. Steel, which I assume will serve the plant. Of course, for the most part raw materials will come across Lake Erie. Remember the rumor some months back about U.S. Steel wanting to buy Erie Lackawanna mainline as a connection between the B&LE and the Elgin, Joliet & Eastern? This would have given U.S. Steel a direct road connecting its western Pennsylvania and Chicago plants, perhaps for this new mill.

THE IMPOVERISHED and grief-stricken country of Bangladesh, east of India, boasts a railroad which must have a little money, or at least credit, for it has ordered from Bombardier-MLW Ltd. (Montreal Loco Works) 12 new locomotives and parts totalling $8.3 million. These locos are similar to the 1968/69 order. They are C-C road switchers, cab ¾ back, generally looking like a low, long U-boat with high short hood. They are rated at 1200 hp, a carry six GE 761 traction motors, and a GE GT 740 generator. GE parts are supplied from Peterborough, Ont.

JEFF MYERS, 1555 West Acre. Dr., Muscatine, Iowa 52761, is trying to compile a roster of all units painted Conrail blue and wants to hear from anyone with a list of units or sightings. Jeff, I hope you have an understanding mailman. There are so many variations on the "standard" Conrail paint scheme that about the only common denominator is blue.

Jeff points out that *Amtrak News* for last April 15th reported $15.4 million will be spent converting 40 of the SDP-40F's to four-axle units similar to the F-40PH. Conversion involves frames, trucks, fuel tanks, and carbody. Units will be 16 feet shorter and will weigh 259,000 lbs. Head-end power such as is found on F-40PH and P-30CH will be added to allow the units to mate with new Amfleet equipment.

WE'VE TALKED about "Conrail South," the Seaboard Coast Line, with its many strange units running throughout the South. Bill Beck, 1600 Forrest Ave. North, Fort Payne, Ala. 35967, says a few units in old GM&O paint are still running on the ICG in the Tuscaloosa area. He thinks the ICG is trying to "dry up" the Tuscaloosa branch, which has too much business for that. The 150-mile line sometimes sees 130-car local freights!

The Mobile & Gulf, which is a contender for the "last common carrier steam operation in the U.S." award, is still running, although the Baldwin 2-6-0 with which they tried for the title was traded to the Ocean City Western (Berlin, Md.) for a GE 44-tonner in the early 70s. The road still operates once a week. No. 98, the 44-tonner, serves the plant of its owner, the Brown Wood Preserving Co., which creosotes telephone poles, etc. Bill has pictures of the M&G and GM&O "if anyone needs them." Another guy with a mailman looking for work!

NOW WE HEAR from Bob Michaels, 522 S. Tompkins St., Howell, Mich. 48843. Bob clears up the question of the "TT" lettering on B&O Alco S-2 9041 which we mentioned in May. That's Toledo Terminal RR., which also has ex-B&O Alcos 9039 and 9040. Bob does a column on Chessie System news for the *Inside Track* newsletter, published at 306 Westwood Ave., Ann Arbor, Mich. 48103. He says that as of 5/1/77, there were 508 locomotives in Chessie colors, 207 new units, and the following repaints: 188 B&O units, 106 C&O units, and 7 Western Maryland.

SOMEONE STOLE a radio from a Delaware & Hudson locomotive. (First time we've heard of that particular crime.) For six months the theft was investigated by Lt. T. Maxfield of the D&H, working with the Vermont state police and the Rutland, Vt., police and fire officials. Then an arrest was made and the loot was recovered.

CRAIG BOSSLER, 1240 N. 6th Street, Reading, Pa. 19601, looked up those "CCR" reporting marks in a 1976 *Equipment Register* and found they are assigned to the Corinth & Counce at Counce, Tenn. A reader reported seeing a CCR gondola, which is, indeed, a rare bird, as the CCR shows only 5 gondolas, series 4000-4004. Their other 21 cars are pulp racks. Corinth & Counce interchanges with Illinois Central Gulf and Southern at Corinth, Miss. The 26-mile road owns three diesels. Craig is an authority on special-duty flat cars, such as depressed centers, well hole, and Schnabel cars.

MORE CAR NEWS finds four "pendulum" passenger cars moving to the National of Mexico south from out of Chicago on an ICG freight. Dave McCarthy, 294 W. 14th Street, Chicago Heights, Illinois, says they were built by Pacific Railway Equipment Co. in 1938-'41 for the Burlington, Great Northern, and Santa Fe. No idea who previously owned these four, however. Evidently Mexico still needs good passenger equipment.

IT SEEMS THAT Brian Johnston, Rte. 3, Box 27A, Hartselle, Ala. 35640, has a fine time watching SCL and L&N motive power in his area, which now includes the leased CN units, SP units, and scattered Family Line members such as A&WP and Durham & Southern.

L&N's Birmingham-Nashville line has seen a resurgence of Alco power, which was always rare. Now there are C-628's, C-420's, C-430's, and RS-11's, most of them units which L&N bought from SCL. Also showing up are the ex-SCL GP-30's. A very rare find on March 7th was Louisville & Nashville GP-7 No. 492, ex-NC&STL, a very early GP-7 on *switcher* trucks. She was on the local through Hartselle. A very few early GP-7's were delivered on switcher trucks, NC&STL being one

A string of new F-40PH locos prepare to leave Chicago area for the West Coast on May 5, '76. Note plow pilots and small fuel tanks.

Photograph by E. Furtado

buyer. I thought L&N would have had her re-trucked by now.

SD-38-2 #4504 was spotted March 10th northbound through Decatur, Ala., on the same local. These, too, are rare on L&N. Brian noticed SCL C-628's being hauled north dead in train on May 6th and 7th. Units 2200, 2202, 2208, and 2210 were in poor condition, with inspection doors flapping. Scrap? Possible trade-ins, rebuilders, or lease-outs? Can anybody confirm disposition?

JOHN E. HARDCASTLE, 617 E. Main St., Hoopeston, Ill. 60942, sees Southern units on the Missouri Pacific in Jacksonville-Chicago run-through service. The train is symbol freight JCZ northbound and CJZ southbound. Six-axle units are the rule. (SD-35's, 45's, 45-2's, and SD-24's have been seen.) On 4/23/77, MoPac freight FC north had MP units 1644 and 161 (both GP-7's) dead in train. The Toledo, Peoria & Western at Watseka, Ill., has used Santa Fe 3137 and 3119, and Precision National 570 (still in Frisco colors) on its trains. On May 8th, the N&W's Frankfort-Peoria line saw a 5-unit eastbound grain train led by D&H 7324, still in Lehigh Valley colors.

Carl J.A. Timko of Conneautville, Pa., spotted new BN 5513, a GE C-30-7, rolling along in a Bessemer & Lake Erie freight on May 6th. He wants a list of Conrail blue units, also. Where are the EL's RS-2's and RS-3's by now? Were some of these the ones Amtrak bought?

A REPORT from Mark Loyd, 1920 Wrocklage, Louisville, Ky., says he caught sight of the last Geep rebuilt at Paducah for the Alaska RR. She was being "run-in" prior to shipment on the Illinois Central Gulf between Paducah and Louisville. Mark learned this has been standard practice, which should make ICG train-watching pretty interesting. Recently transferred back home from a tour of duty in Winston-Salem, N.C., Mark works in a Louisville office overlooking the ICG main. He has seen units from Pittsburgh & Lake Erie (a 1500-series GP-7) and Reading (another GP-7) running on ICG. These units were purchased by ICG for rebuilding, but were used as is until their shop turns came up.

The Amtrak *Floridian* to Chicago is now in the hands of E units, no more SDP-40F's. South of Louisville, the train runs in conjunction with Auto-Train and uses At's GE U-36B's. Canadian National units on Louisville & Nashville were mentioned, although most reports of those are from deeper South.

A LETTER from Gordon Brandvold, 115 18th St., Devil's Lake, N.D. 58301, says he spotted Alaska RR 1808, a rebuilt GP-7, enroute from Paducah to the Klondike. Her rebuild date shows 3/22/77 and last inspection 4/1/77. She was in Burlington Northern's Gavin Yard at Minot, N.D., but was due out that night on No. 81 as fourth unit, coupled behind three BN high-horsepower jobs. The 81 is a drag freight to Havre, Montana. Alaska's brilliant blue and yellow contrasted nicely with BN's green.

On the BN at Dilworth, Minn. (perhaps named for Dick Dilworth, one of EMD's pioneers?) you can see a lot of coal traffic moving in unit trains, mostly with GE power. But a few EMD's also can be found. In one case the power was F-9A 794, one U-30C, and three U-28C's. Southern Pacific 9237, an SD-45T-2 "tunnel motor," was in Jamestown, N.D. on April 30th. Many F's still working on BN and even a scattered F-3 or two. Devil's Lake sees A-B-B-A lashups, as on 4/26 when #768/779/767/718 and GP-20 #2027 moved a freight.

Of Interest to Canadians

STEPHAN M. FREDERICK, 23767 E. State St., Alliance, Ohio 44601, spotted more Canadian National units on Conrail on April 29th. He saw CN 2309 and 2328 lashed up with Conrail Alco C-628 No. 6743 and C-630 No. 6759, rolling an empty hopper consist southward through Alliance. The Alcos are usual on this line, which has also seen the C&NW leased units and those Bangor & Aroostook Geeps, but the Canadians are news to me.

CP RAIL has stored unserviceable all remaining Alco FA and FB units, which leaves neighbor Canadian National as the only operator of Alco cab units in North America. Baldwin DS-4-4-1000 No. 7066 was OK'd for retirement on April 13th, and 7065 is at the Ogden scrap dock. Winnipeg wants to chop-nose five more RS-3's for hump service. It is hoped that all M-630's can be transferred from Calgary to St. Luc, and the locotrol and repeater packs from these units be put into new SD-40's.

This might be the last winter (1977-'78) for many of CP's Alco 244-engined units. Cabs are being upgraded for winter service, as the new SD's won't be completely delivered until next spring. Hilton Mines, 40 miles northwest of Ottawa, closed in the first week of May), putting an end to the ore train which had run out of Ottawa since the mid-fifties.

I HEAR RUMORS that the Massachusetts Bay Transit Authority will lease up to 17 RDC's from CP Rail. Also, the City of Regina wants to set up a commuter operation with RDC's, agreeable to CP Rail as long as Saskatchewan offsets any losses.

CANADIAN NATIONAL had a derailment April 5th on the Murray Bay subdivision involving 3661 and 3681, with one unit plunging into the St. Lawrence River. CN 6762 is in the shops now and due to be painted in the VIA colors, as 6864 is. The numbers of the latest CN units leased to Conrail are 2307-9-10-13-19-25-26-28-29-32 and 2333. These are all M-636's, built in 1970-'71; but to the Conrail boys they'll look just like their own "Mingo Monsters." CN has also leased more power to British Columbia Ry., eight C-424's. And GO Transit has stored its RDC's, which have too many breakdowns, and has ordered six F-40PH's from EMD for delivery early next year.

ACCORDING to D.-J. Parker, 159 McKay, Windsor, Ont., Canada, N9B 1Z3, Southern Pacific units have visited Canada over Conrail. In January he saw GP-35 6644 and 6642 on the tunnel transfer run from Detroit. He notes also that it is becoming more usual for Baltimore & Ohio power to be seen on C&O lines in Canada. We in this area are so used to these two-

roads mixing their power that we thought it was the same way system-wide: evidently not. Even the Western Maryland orphans are getting up there; GP-9 6413 was working C&O train 942 on March 9th, with a B&O GP-38 and a C&O GP-30.

Diesel-Hydraulics

ANSWERS to three questions are wanted by Walter J. Kobrzynski, 61 Brown St., Methuen, Mass. 01844. Well, I'll try. First, how does a diesel-hydraulic work and why aren't there more of them on our railroads? As you know, most locomotives which we call "diesels" are really diesel-electrics, using a diesel engine to turn a generator feeding power to electric traction motors. In effect, each unit is an electric locomotive carrying its own power plant.

The diesel-hydraulic, on the other hand, is a direct-drive machine, using no electric motors. It operates on the same principle as your everyday diesel-powered truck. A hydraulic ("fluid drive") transmission is connected directly to the diesel prime mover. DH's were given a good shot in the United States, with Krauss-Maffei (German) designs in use on both the Denver & Rio Grande Western and Southern Pacific.

The Rio Grande sold its units to SP, which took a second order from Germany, besides buying three domestic DH's from Alco. These are the three "Alco-haulics" you might have heard about. It is generally accepted that the hydraulic transmissions in these units were not stout enough to handle service on rough American trackage. The economies expected from the lack of electrical gear were eaten up in repair and downtime. Besides, the units were too radical for their time, requiring retraining of shop personnel for a handful of locomotives.

EMD also ventured into hydraulics, equipping a 1200-hp switcher with a transmission and calling it the DH-1, but it never sold. Recently, the Stanray Corp. toured U.S. roads with the Czech "Quarterhorse," a light road switcher that generally got good marks from the host roads but no orders as yet. She also is a diesel-hydraulic. Other DH's are the special-order industrial and military units, built for specific purposes and not intended for heavy duty.

Walter also wants to know why N&W and Southern order their GP's, SD's, and U-Boats with high short hoods instead of chopped. Walt, that list is now down to one, the Southern, because N&W gave up the idea as not worth the extra cost. As you might have read, the high nose, once standard, is now an option. Both roads used the high nose as added crew protection, the chief reason being that the low nose was shunned.

Furthermore, Southern wants each loco to be truly bi-directional, with no obvious "front" or "rear." In this way, no unit has to be turned at the end of a trip, which would cost money. Control stands are set up to operate from either direction.

Do any roads operate their low nose power long end front, or in "reverse?" I'd guess this has happened more than a few times on every major road. In fact, a whole Conrail group of U-23B's is set up to operate long end first as a normal procedure. The only reason why these units are low nose is the cost. I have heard reports of trains with an F-7B unit in the lead being operated from the second unit back. However, due to lack of standard-placed headlight and numberboards, this isn't a frequent occurrence.

Amtrak F-40PH No. 209 is on the EMD test track at La Grange, Ill., for its first official portrait in April, 1976. This lightweight, shorter version of SDP-40F is equipped with new "HEP" power for Amfleet use. Amtrak

Conrail Train-Watching

CONRAIL news keeps coming, as changes appear. We've mentioned the latest CN leased units, all M-636's. Jerry Rosenfeld says now that the ex-Lehigh & Hudson River engine facility in Warwick, N.Y., is no longer used by CR for engine service, and the ex-L&HR C-420's that once frequented the area may be seen in Port Jervis.

Jerry spotted a class N9E transfer caboose 18373 which had been victimized by a graffitti expert; it read "ConJob." A true painting mistake occurred to CR U25-B No. 2503 which is in Conrail blue but whose nose lettering reads "Con Ail."

C&NW and Grand Trunk Western leased power is still being spotted system-wide, in places such as Meadville, Pa.; Allentown, Ps.; Cleveland, Ohio, and in New Jersey and Illinois.

The Ringling Bros. and Barnum & Bailey Circus train arrived in Allentown on May 1, run up from Washington, D.C., on Conrail with 37 cars. It went on to Binghamton, N.Y., via Delaware & Hudson behind D&H locos 976 and 801. Questions: How many train sets does the big circus own these days, and are they still named for colors? Is the rumor that Gulf Oil owns Ringling Bros. true?

AL SHADE of Cleveland spotted a red Conrail SD-40, No. 6291, which was ex-CNJ, started life as B&O. She was one of the "Red Barons," CNJ 3067. Those ore drags from the Cleveland lakefront down to Mingo Jct., Ohio, have been entrusted these past few years to Alco Centuries, both four and six-axle, and six-axle U-Boats. Al reports that ex-Erie Lackawanna SD-45's have been seen on these trains.

F-units are still very common in Cleveland. Some Chicago-area GP-9's have shown up in Cleveland, the most interesting one being the 5849 with Conrail spelled out on the long hood in large letters. Leased power returned includes the twenty Union Pacific GP-9's and the six BN (SP&S) RS-3's. Bangor & Aroostook power is still cavorting on Conrail tracks: both 78 and 79 were spotted in Cleveland area April 9th.

Early in May, Joe Langhofer, P.O. Box 5356, Lake Station, Ind. 46405, spotted Santa Fe and BN power on run-through trains on Conrail at Hobart, Indiana.

Grade-Crossing Fools

A NEAR-TRAGEDY at Lake Station also was witnessed by Joe Langhofer. A woman and her infant daughter in a station wagon were clipped by a westbound Conrail freight led by

U-23B No. 2752, U-25B No. 2612, and U-23B No. 2731. The lady had waited for an eastbound train to clear, then followed other traffic across the rails even though the flashers were still on. She was slowed a bit by a dumb driver who picked that instant to pass another car right on the crossing, which blocked the two-lane street. She pulled away almost in time to avoid getting hit, but the train clipped the left rear of her car at 32 mph. The victim received a bump on the head and was treated and released. Her 2-year-old apparently was unhurt. Police said the woman could have been blinded by the sun and didn't notice that the flashers were still on.

The March-April '77 issue of *Southern Pacific Bulletin* had an article on three SP engineers who tell about "near misses" at crossings on almost every run. When the flashers are on, it's the same as a red light. You don't stop and go at a red light. But some people will pull up to a red flasher, even a set of dropped gates, look for a train, and try to gage how far away and how fast the train is moving. Then they'll dash across, even going around crossing gates. This is against the law.

Another problem is the one outlined above. You are at a crossing waiting for a train to clear. There are multiple tracks. Perhaps the area is close to a freight yard or large junction, and traffic is dense. The caboose of the train you've been waiting for clears and you rev up your engine, determined to just miss the coupler as you cross.

Sometimes your radio is blaring, your windows are closed, and your air-conditioner or heater is on. Just as you pull onto the tracks, another loud horn sounds and a huge shape pops out of nowhere. You get clobbered by a train going the opposite direction. You forgot that waiting for one train doesn't guarantee you access to the right-of-way.

Enginemen on the trains are getting more and more fearful of crossings. "Near misses" are frightening enough, but the real nightmare is watching some gasoline tanker race you to a crossing, or pull onto the tracks as you bear down. It's almost certain death if you hit him. Railfans, here's a chance to do a service. Take down license numbers of those fools you see playing this game and give them to the railroad involved.

Union Pacific mechanical department engineer Richard Pleiss and UP electrician Dan Hulberg install a fuel-saver in one of the road's 6900 class Centennial locomotives at UP's Omaha Shops. The railroad has ordered 121 sets of the new device that has cut train fuel consumption by 25% in tests.

Union Pacific Railroad

Amtrak's SDP-40F

WITH THE GROWING problems faced by the SDP-40F, Amtrak's backbone locomotive, the new, lighter F-40PH is looked to as the answer. These "little" locos are styled almost exactly like the SDP-40F's but much shorter and lighter. The units are B-B, riding on tried-and-true Blomberg trucks. That loaf-of-bread outline which EMD has applied to its cowl units is used again here. The locomotive is a square box with an angled-in roofline.

Usually, F-40PH is a GP-40-2 with a cowl (or "full width") body. The nose comes to a gentle point, resulting in a blunt chisel. The roof has the fan arrangement found on the standard GP-40-2, while air intakes for both the turbocharger and radiator are centered at the edge of the roof. The rear of the unit is a three-phase angle, almost flat, and very plain.

A circular window in the door and a twin-beam backup light centered over it are the only breaks in an otherwise clean expanse of sheet metal. Two sand fills, countersunk in each corner, are topped by a single round classification light. F-40PH has a small fuel tank. The units carry a 500 KW head-end generator to supply Amtrak's new Amfleet equipment with electricity for heat, light, and air-conditioning. This has come to be called "Head-End Power" (HEP).

The cars cannot be operated with standard steam-generator equapment, and the F-40PH has no capacity to heat steam-generated cars. So this loco is designed for Amfleet cars only. The only units seen thus far are Amtrak 200-229, built by EMD in March and April, 1976. However, Amtrak wants 25 more and there are 21 on order for Rock Island's suburban Chicago service. Both orders due to arrive in late 1977.

Amtrak assigned their new units to the West Coast and to New England short-haul trains. They are designed for lighter trains over shorter distances than the SDP-40F's, but may

end up hauling most Amtrak schedules in multiple. An F-40PH weighs just 128 tons, which is the weight of a heavy switcher. For instance, the Union RR has some new SW-1001's which weigh 129 tons. All units built thus far are in Amtrak's wrap-around stripe paint scheme. What will be the color of the ROCK units?

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Amtrak Diesel Shop

Effortlessly hoisted by a 200-ton crane above one of several pit areas inside Collinwood, Ohio, complex, this General Electric 4-axle switching loco is nearing its "second youth." The crane, along with other shop equipment, is destined to be replaced as part of Conrail's ongoing capital improvements plan. Such cranes are invaluable in the process of removing and replacing locomotive trucks and chassis components in their huge shops.

Brotherhood of Locomotive Engineers

DECREPIT AND GRIMY, they sit idle silently outside Conrail's Collinwood (Ohio) Locomotive Shop awaiting their return to the appearance and performance standards first specified by their manufacturers. Many incapable of pulling their own weight, these deteriorated General Electric and Alco diesel-electric locomotives will be rejuvenated as part of the largest maintenance-of-equipment program ever to be undertaken by an American railroad.

Mementoes of a bankrupt sextet of Northeastern U.S. railroads whose fading corporate signatures remain the last vestiges of former ownership, these dilapidated freight and yard engines, one by one, will make their way with assembly-line regularity through the Collinwood remanufacturing facility.

Since implementing its "better way to run a railroad" and unparalleled 10-year rehabilitation drive on April 1 last year, Conrail has had its Collinwood shop forces—along with those at the Altoona (Pa.) Juniata locomotive rebuilding complex which restores exclusively General Motors EMD diesel units—operating at a feverish pitch to remedy its shortage of motive power. Conrail has met initial service demands on its taxed fleet by leasing 48 locomotives from other carriers.

Over 500 workers assigned to one of three shifts make up the Collinwood work force. Their production schedule averages 30 GE and Alco locomotives per month as well as supplying rebuilt trucks, power assemblies, generators, and an array of component parts to shops located throughout the Conrail system.

The upgrading of locomotives and bulk of component overhaul is done during the first two shifts. The hours of the third shift are apportioned for applying Conrail's snappy color scheme—a royal blue body with white lettering and symbol, and black underframe.

The severity of the haggard loco's condition (more often worse than reported) at Collinwood, as at Altoona, determines its pathway to renewed vigor. Most "bad-orders" now being rebuilt, however, are receiving heavy repairs and follow the course of a process line. This procedure assigns specific and permanent work sites and no longer requires craftsmen with their tools to move to any of nine different areas.

The huge, 200-ton overhead rolling crane, which traverses the length of the Collinwood Diesel Shop, initiates the process. Although termed "antiquated" by the shop's general superintendent, John T. Dixon, the to-be-replaced crane sufficiently serves its purpose—lifting and suspending an awkward locomotive in mid-air while its trucks and other chassis components are removed and replaced. Two 20-ton cranes hoist topside the diesels' hoods to expose their prime movers and electrical systems for repair.

Bad-orders now in line for rehabilitation generally run through a Power Assembly Change Out Line (coded PACO), whereby the locomotive's engine is removed, stipped to the block, and replaced by a previously rebuilt prime mover stored in the shop. The exhausted engine, like its successor, will be completely reworked—heads, valves, pistons, liners, connecting rods, etc.—and returned to service.

Reinstated by Conrail and largely lacking from the "final days" programs of the insolvent forerunners was the preventative aspect of maintenance, especially as applied to diesel engines. A great many of the inherited locomotives were said to be serviced only to meet the absolute minimum of Department of Transportation requirements.

Miscellaneous locomotive repair work also being processed at the shop is coded "MR" and additional code letters signify what is to be accomplished. These include "AD" for accident and fire damage, "E" for engine, "G" for generator, "T" for trucks, and "P" for paint.

At the end of the nine-station "process line" the rehabilitated locomotive is subjected to a battery of tests on the "load box," a device which simulates actual operating conditions under varying load factors. Both electrical and hp ratings are monitored before the unit is re-fueled and dispatched for service.

It is because of the worn-out equipment Conrail gained at birth that rehabilitation on a grand scale, $1.9 billion over a decade's time, was first among start-up priorities. To date, the infant railroad's "can do" philosophy has been successful in not only turning around its motive power shortage, but in the attitudes of 500 Collinwood shop craftsmen who strive for "zero defects" as well.—Doug Smeltz, assistant editor of *The Locomotive Engineer.*

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. I heard the Soo Line is losing money. Is this correct?

You heard wrong. The Soo completed 1976 with its second highest net income in history, $16.2 million. This is only $15,000 less than the alltime record year of 1973, when the line had unusually heavy grain shipments. Led by big rises in potash and West Coast lumber, carloads were increased 6%, while revenue freight ton-miles went up 11% over 1975. Revenues reached a new high of $189.3 million, 17% more than the previous year.

2. Tell me about the Baltimore & Ohio Museum's Mt. Clare station.

It's a good place to visit in the B&O's 150th anniversary in '77. Completed in 1830, the station serves as the entrance to the museum's three-building group. Only a few steps away, the first tickets for America's first regularly scheduled passenger trains were sold on May 24, 1830. Today it contains a ticket agent's office as it appeared in the mid-1800's. Mt. Clare station is believed to be the world's oldest. Its subdued Georgian architecture.

Flanking its classic doorway are two bronze plaques. One commemorates the B&O's historic *Tom Thumb,* outshopped in 1830, the first American-built engine to run in rail service. The other plaque honors Samuel F.B. Morse, inventor of the telegraph and transmitter of the first telegram, "What hath God Wrought," on May 24, 1844. Telegraph wires which carried the message from Washington to Baltimore over the B&O right-of-way passed through Mt. Clare station. The message was received in B&O's Pratt Street station, since destroyed.

3. Did the Northwestern Pacific ever have tank locomotives?

Yes, at least four. Maybe Fred Stindt or Gerry Best of the Pacific Coast Chapter of R&LHS know of more. My list has No. 99, ex-San Francisco & North Pacific 0-4-0T, built by E. Jardine in 1887; No. 201, ex-California Northwestern 33 2-6-2T, Baldwin-built in 1903; No. 202, ex-Calif. Northern 34 2-6-2T, Baldwin, 1903, built as the 201; and No. 225, ex-Fort Bragg & Southeastern 2nd No. 1, a 2-4-2T built by Porter in 1888.

4. What were the gages of early Canadian railways?

Canada's first railway, the Champlain & St. Lawrence, was built to a gage of 4′8½″, as was the Canadian Pacific. The European & North American line in New Brunswick and the Nova Scotia railways, which combined to become the Intercolonial Ry. in later years, was 5′6″. The Grand Trunk Ry. to Portland, Me., and its roads in Quebec and Ontario, as well as the Great Western in Ontario were 5′6″.

As for the Great Western, a width of 7 feet had been discussed. Inevitably, the problem of transshipment of freight cars between the U.S. and Canada arose. Grand Trunk Ry. of Canada, during 1872-'74, changed its gage to 4′8½″. In the early summer of 1875 the Intercolonial Ry. converted to standard gage.

5. As a retired Wabash roundhouse boilermaker, I ask: are Medicare premiums going up this year?

Yes. In July they rose to $7.50 a month, 50¢ above what you paid previously. Also, beneficiaries must now pay the first $124, instead of the first $104, of the hospital bills. This is another reason for keeping yourself physically fit through plenty of exercise and rest, good nutrition, including daily vitamin and mineral supplements, and a minimum of tension.

6. Please print "Rollin' Over Jordan," by Charles G. Wilson.

This poem refers to the Sandy River & Rangeley Lakes Railroad in Maine, once the longest two-foot-gage line on the continent, 100-plus miles, now abandoned.

They've drawn the boiler fire,
The engine's cold and gray;
Grass grows deep as shadows creep
On the lonely right-of-way.
The throbbin' pulse of pistons
Is hushed and forever still
And Maine woods hear no more
The whistle's whip-poor-will.

No more with throttle open wide
Will she defy the grade
Along the trail of iron rail
Our father's father laid;
No more she'll go a-roarin'
Through hemlock, spruce, and pine
From Farmington to Kingfield
On the Sandy River line.

She's rollin' over Jordan now
On railroad of the sky,
Engine wraith in land of faith,
I'll see her bye and bye
Just outside the Pearly Gates,
Her brasses all a-shine;
I'll highball into Heaven
On the Sandy River line.

7. When was the Illinois Central's crack *Seminole* wrecked?

This heavily-loaded 13-car passenger train, northbound from Florida to Chicago, was ditched just outside Corinth, Miss., Nov. 23, 1941, killing one person and injuring 75. Nine derailed cars tumbled from a high embankment into a field. One of them, a dining car, caught fire and burned for hours. The engine, tender, baggage, and two mail cars remained on the track. Conductor Walter Ransom of Jackson, Tenn., was critically injured. Engineer Buck Townes, also of Jackson, was unhurt. The resulting inquiry blamed a broken rail.

8. Information wanted on the Oregon Pacific & Eastern.

Baltimore & Ohio Museum's old Mt. Clare station and roundhouse.

Sandy River & Rangely Lakes 22 at Phillips, Me., July 27, 1933.
Collection of Gorton T.H. Wilbur

It is a common-carrier serving local industries as well as a tourist line running Sat., Sun., and holidays from mid-May to mid-Oct. on a 34-mile, 2-hour round trip through Oregon forest country from Cottage Grove, 20 miles south of Eugene, on Rte. I-5. It runs through Row River Valley, past Dorena Lake, to the foot of the Bohemia Mts., a former gold-mining region. Our latest info is that a steam train leaves at 2 p.m., but you'd better check with the OP&E to make sure. Steam locos are No. 19, ex-McCloud River R.R. Mike (Baldwin, 1915) and No. 5, ex-Magma Arizona R.R. Consolidation (Alco, 1925). Air-conditioned train includes ex-IC coaches and ex-Milwaukee lounge cars. There are also an ex-Espee Budd rail diesel car and a railroad museum, open year-round. Contact OP&E Ry., P.O. Box 565, Cottage Grove, Ore. 97424.

9. What was Baldwin's first full-sized diesel electric?

No. 58.501, 1000-hp, with boxlike construction of the IR-Alco-GE models, completed in 1925 in association with Westinghouse Electric Co., with which Baldwin had been building electric locos since 1895. She was tested on several roads, but was never a great success and ended up switching in the Baldwin yard.

10. Did the Katy build a shoo-fly in record time? When?

The Missouri River went on a rampage in 1951. It washed out an embankment taking 860 ft. of track and dug a hole 67 ft.-deep below track level, 35 miles south of St. Louis, midway between St. Charles and Machens, Mo. The Katy chose to build a mile-long shoo-fly (runaround track) encircling the big hole and did so in the record time of six days.

11. I expect to be in Vancouver, B.C., in September. Any info on the Royal Hudson steam train trip there?

Advance reservations are advisable on this popular tourist attraction. Write to British Columbia Passenger Depot, 1311 W. 1st St., North Vancouver, B.C. V7P 1A7, Canada, or phone them, area code 604, 987-5211. You'll enjoy the trip. It's a scenic 40-mile ride to Squamish with the island-dotted sea on one side and coast mountains on the other. After a lunch break, the train returns along the same route. The ex-CP Royal Hudson 2860 is a sister to the famous No. 2850 which pulled the Royal Train across Canada in 1939 during the visit of King George VI and Queen Elizabeth.

12. What is the Meridian & Bigbee R.R.?

The M&B, owned by American Can Co., has headquarters in Meridian, Miss. It operates freight 51 miles between Meridian and Myrtlewood, Ala. Connections are made with the Illinois Central Gulf, Southern, Louisville & Nashville, and Ala., Tenn. & Northern. Traffic is mostly paper products and general commodities. The line was incorporated on Jan. 24, 1917. Operations began between Meridian and Cromwell on April 16, 1928. A trustee was appointed to supervise the road's operations in July, 1933, but in 1952 the line was reorganized under its present name. It has four locos, 60 boxcars, 34 pulpwood rack cars, and 43 hoppers.

13. Info wanted on the last electric railway operation in North Dakota.

The shortest electric line with a long name, North Dakota's Valley City Street & Interurban Ry., began operations in June, 1905, with 1.4 miles of track between the Soo depot at North Valley City and the Northern Pacific yards in Valley City. Despite its small size, the line operated passenger service for many years, using a heavy interurban car with a baggage compartment—a piece of equipment that would have made many a long interurban line proud. When passenger service was abandoned during the Depression, the big car was operated in freight service until 1952, when a Twin Cities work car took over. On Sept. 24, 1953, the Soo Line put a diesel to work, subsequently relaid the whole line with 80-lb. rail, and rebuilt the 208-ft. trestle over the Cheyenne River.

14. When was the first railroad steam whistle used?

May 4, 1833, on England's Leicester & Swannington Ry., following a road crossing accident.

15. Name the funiculars that operated in (1) Calif., (2) Colo., and (3) Ohio.

(1) Angel's Flight Ry., Los Angeles; Los Angeles & Mt. Washington Ry. Co., and Mt. Loew, San Francisco. (2) Castle Rock Mt. Incline, Golden; Royal Gorge Incline Ry., Royal Gorge (still a good ride); Mt. Manitou Park & Incline Ry. Co., Manitou Springs; Mt. Morrison Incline Ry., Morrison, and Red Mt. Incline, near Morrison. (3) All in Cincinnati, the Cincinnati Incline Plane Ry. Co.; the Mt. Auburn Incline (also Main St. Incline); the Price Hill Inclined Plane R.R.; the Cincinnati & Clifton Inclined Plane R.R. (also Bellevue Incline, Elm St., and Ohio Ave.); the Mt. Adams and Eden Park Inclined Ry., and the Fairview Heights Inclined Plane (also Crosstown Incline). Thanks to *Interesting Railfan* Bill Rapp for helping on this query.

Running Extra

MAINLINE of the San Diego & Arizona Ry. was completed from San Diego to El Centro, Calif., in 1919, connecting with the Southern Pacific at the latter point. The SD&A was jointly owned by the J.D. and A.B. Spreckles Co. and the SP. On Jan. 1, 1923, the SP assumed complete ownership and renamed it San Diego & Arizona Eastern. As far as I know, the SD&AE didn't own any rolling stock. I went to work for it in May, 1923, in the San Diego freight office, later transferring to the accounting department, and retired in 1966.—E.S. Nevins, 2546 Capitola Rd. #6, Santa Cruz, Calif. 95062.

YOU LEFT out some 11 years of Warwick Ry. history. The Rhode Island

General Legislature chartered that road May 29, 1873, and the General Assembly, confirmed the organizers May 19, 1974, for construction of an 8.72-mile line. Work began in 1874, including a drawbridge across Warwick Cove. The road was to connect with the Hartford, Providence & Fishkill, later to become part of New York, Providence & Boston, but NYP&B had no part in building it. The original 54-lb. rail, rolled by Scranton in 1873, was still used in 1950s, before being replaced, and was picked up by the Seashore Trolley Museum in Maine. After a foreclosure the line became the Warwick & Oakland.—Thomas P. Vaughn, 240 Boyston Ave., Daytona Beach, Fla. 32018.

ANYONE have all the doggerel about the mythical Phoebe Snow? Also, info wanted on the railroad bed which became the Penna. Turnpike. How late did NYS&W operate passenger service to Penna.? What kind of trains did they run?—Robert Shepard, 21-07 Radburn Rd., Fair Lawn, N.J. 07410. *(Ed. note:* Some unofficial Phoebe Snow verses are too obscene to print.)

I WANT INFO on the Union R.R. Where does it operate? Did it have locos with wheel arrangements different from those of other railroads?—Gustave R. Portelance, 1430, rue St. Marc, App. 1007, Montreal, Que., Canada H3H 2G3.

WHICH ARE the five largest railroads in the U.S.? How many miles of track does each have?—Chris Arnold, 80 Buttonwoods Ave., Haverhill, Mass. 01830.

SLATER of Youngstown, Ohio, said PS&N later became P&S. Nope. The P&S and PS&N, although operated together for awhile, were separate railroads. P&S continues to run, but PS&N was abandoned in 1974. The Kishacoqillas Valley got as far as Lewistown, Pa. The KV had at least one new 4-4-0, No. 3, a rather small Baldwin coffee pot. Its last engine was PRR 2082, Class D-16sb.—Ivan W. Saunders *(Interesting Railfan),* 509 Second St., Brownsville, Pa. 15417.

I WANT a list of railroads, if any, now using switchbacks in their line-haul operations (not industrial switching trackage).—Abe Cooper, Cooper Electrical Crate, 3038 Cannon St., Klamath Falls, Ore. 97601.

PHONOGRAPH record of *The Wreck of the Royal Palm Express* is included in the album *Songs of the Railroad,* 1924-'34, numbered LP103, and made by Vetco, 5825 Vine St., Cincinnati, Ohio 45216.—John Simerman, Sycamore Hollow Hobbies, Georgetown Square, Ft. Wayne, Ind. 46805.

CAN SOME oldtimer who lived in Flatbush, Brooklyn, verify my recollection of a trolley turnaround point? Around 1914 or '15, I think, there was one at the southeast corner of Flatbush Ave. at Nostrand Ave., where the Kresge store is now. Right?—William Maier, Box 238, Ryder P.O. Sta., Brooklyn, N.Y.

AS TO E.L. Burbage's question, HVRR is the Hocking Valley Railroad, now part of the C&O's Northern Division, Russell, Ky., to Toledo, Ohio. The K&M was the Kanawha & Michigan which ran through Nitro, W. Va., an area where I worked in 1919. I remember seeing their 476 and 575 switching at the Du Pont plant. It became part of the NYC.—Samuel E. Farrar, Rte. 2, Box 250, Union, Ky.

MY SON, a rail model enthusiast, liked that picture of a mobile crane in Feb. '77 issue. He needs info on big wrecking cranes. Anyone help?—Amedee Landry, Box 130, Eel River Crossing, N.B., Canada E0B-1P0.

ANYONE know how many U.S. railroad-owned hotels are still open, and where?—Peter W. Dillon, Star Rte., Salem, N.Y. 12865.

I WANT dining-car dishes, silver, or glasses from any railroad service except Amtrak. Also interested in Pullman items.—Mrs. Elaine C. McClellan, 1752 S. Wichita, Wichita, Kan. 67213.

REGARDING a recent query, the life span of ties and rails depends greatly on the annual tonnage of a given track. Mainline ties are good for about 25 years, branches 35 years. Rail is good for 40 years or more. When it is renewed, previously unused spike holes in the tie plate are not used. The old spike holes are plugged with hardwood tie plugs the same size as track spikes. They are driven in and cut off flush with top of the tie when old tie plates are removed. To use previously worn-out spike holes would result in "spike-killed" ties. If the original holes are not plugged, water would get in, causing tie rot. Two types of spikes are used: (1) rail-holding spikes and (2) anchor spikes. The latter are additional spikes used to make assembly more secure in holding the track to the right gage, especially on sharp curves.—O.W. Brooks, retired Penn Central railroader, P.O. Box 165, Emporia, Pa. 15834.

IN REFERENCE to the comparison of Santa Fe 2-10-10-2 Mallets with Union Pacific Big Boys, these specs might be of interest: the ATSF 3000 class had 28x38x32cylinders, 57″ drivers, 225 lbs. boiler pressure, and weighed 616,000 lbs. Union Pacific's 4000 class had 23¾x32″ cylinders, 68″ drivers, 300 lbs. b.p., and weighed 772,000 lbs.—Don W. Yeager, 2255 Galloway Ave., Bishop, Calif. 93514.

INFO WANTED on the Terminal RR. Assn. of St. Louis. I'm especially interested in the shelter car hacks it used. Are any of them still around? Also, I seek info on Morristown & Erie.—Lloyd D. Cooper, 906 Sulphur Springs Rd., Morristown, Tenn. 37814.

DID BRITISH capital helping the Chicago & North Western in its early days result in C&NW left-side train operation?—M. Haller, 784 Washington St., Apt. 607, Dorchester, Mass. 02124. *(Ed. note:* yes.)

I WANT pix and numbers of cars, open and closed, on Buffalo, Dunkirk & Western Ry. in 1903.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. *(Ed. note:* Bill is a writer of railroad books.)

LOOKING for Great Northern memorabilia for private collection.—L.R. Allen, (former GN, now BN, conductor) 3703 E. 15th St., Spokane, Wash. 99203.

WHATEVER became of the Permian Basin R.R. which was to run from Odessa, Texas, to, I believe, Lamar, Colo.?—Albert J. Franck, Box 312, Media, Pa. 19063.

WHAT IS a track magnet? Where can I get binders for my *Railroad Magazines?*—Dennis P. Brennan, Mansfield, Ohio 44903. *(Ed. note:* Dennis forgot to include his street address. Binders should be available in any large stationary store.)

WHEN WAS the present Conrail (Erie) bridge built across the Hackensack River between Rutherford and Secaucas, N.J.? Did it replace one built in the mid-1800s?—Raymond F. Byers, 167 Feronia Way, Rutherford, N.J. 07070.

HOW MANY cars could a Norfolk & Western Mallet pull?—Dana Wilson, c/o Anthony Parrish, Box 97, Larado, W. Va. 25630.

ANY RAIL activity today in the old PC yard at Maybrook, N.Y., or on the trackage from Maybrook to west end of Poughkeepsie Bridge?—Robert Valinsky, P.O. Box 545, Shelton, Conn. 06484.

HOBBY CLUB

conducted by Sy Reich

FIVE MEMBERS of the Railway & Locomotive Society living in the Dallas-Ft. Worth area will celebrate the Baltimore & Ohio's 150th birthday by visiting its Museum in Baltimore early this fall and they want me to list the locomotives on display there. Similar requests come from two St. Louis members of the National Railway Historical Society and one representative of the Canadian Railroad Historical Assn. in St. Lambert, Quebec.

That collection of old historical engines and cars, spilling out of the former Bailey's Roundhouse onto the tracks crisscrossing the grounds, is probably the world's finest. Surely the best I've ever seen. It would be nice if overseas railfans also could visit Baltimore for sesqui.

Included are an accurate replica of the *Tom Thumb,* built in the B&O shops by Peter Cooper in 1829 and 1830. It was the *Tom Thumb* that raced a horse and lost when a belt slipped off a pulley. But, in the process, it proved superior to the horse in both speed and pulling power. Also shown are two bizarre "Grasshoppers," which made their debut in the 1830s and ran for 60 years. One is Phineas Davis' *Atlantic,* built at the Mt. Clare shops in 1832; the other is the *John Hancock,* outshopped at Mt. Clare in 1836. The latter was one of the first engines anywhere to have a cab. They were called Grasshoppers because their long, spindly connecting rods worked up and down driving the wheels.

In the museum, too, you can see the *Lafayette,* delivered to the B&O in 1837. She was the road's first loco to employ the horizontal boiler and is regarded as the prototype of the steam engines that dominated the rails for more than 100 years. The *Memnon,* built in 1849, was nicknamed "the Old War Horse" because of her service to the Union Army during the Civil War. The famous *William Mason,* vintage of 1856, named for the Taunton, Mass., man who is remembered as "the father of the American type engine." Mason introduced the revolutionary idea of locomotives combining beauty with utility. His namesake was starred at the Chicago World's Fair in 1896, at St. Louis Exposition in 1904, and at the Fair of the Iron Horse at Halethorpe on the outskirts of Baltimore in 1927, marking the centennial of the B&O. The *Thatcher Perkins,* built in 1863, and designed for the specific purpose of hauling first-class passenger trains over the steep and winding grades of the Allegheny Mountains between Cumberland, Md., and Grafton, W. Va.

Other locomotives in the former roundhouse are the Davis *Camel,* built in 1873. She was called a Camelback because of her engineer's cab located on top of the boiler, giving it a humped appearance. Camelbacks, designed and constructed in the Mt. Clare shops between 1865 and 1873, were used primarily in passenger service. The 600, named *J.C. Davis,* constructed in 1875, was the world's first passenger Mogul. She was designed and built by J.C. Davis at the Mt. Clare shops in 1975 and exhibited in 1876 at the Centennial Exposition in Philadelphia, where she won top honors as the largest and finest engine ever built.

The *A.J. Cromwell,* designed by the road's master of machinery in 1888 at Mt. Clare shops, is worth seeing. So is Jersey Central No. 592, built in 1901, an Atlantic type often referred to as a Camelback, Mother Hubbard, or Snapper. That 4-4-2 became a speed queen on CNJ's New York-to-Philadelphia run at the turn of the century and kept running until 1949.

Also the Western Maryland Shay, vintage of 1945, and No. 51, the first diesel-electric ever operated in this country. No. 51 made her first run on the B&O on May 20, 1937. A 1918 Mike of WWI fame and the *President Washington* from the 1927 B&O President series also are *musts.*

The historic rolling stock on view at the Museum includes the first primitive iron boxcars and hoppers from which the contemporary all-steel or aluminum cars descended. Iron boxcars hauled ammunition during the Civil War and were considered both fire- and bullet-proof. There are also towering old Imlay coaches which were a simple adaptation of the stagecoach to the rails and were the predecessors of the open-platform passenger coach.

One of many exhibits at B&O Museum is 1837-built *Lafayette,* first B&O engine with horizontal boiler.

WILBUR V. ST. PETER wears two hats with Iowa Chapt. of NRHS, as secretary and ed of their interesting newsletter, *The Switch Lamp.* He writes that the 120-year-old Burlington & Missouri River passenger depot in Burlington, Iowa, has been placed in the National Register of Historic Places. Believed to be the oldest standing railroad station west of the Mississippi, it served as the Burlington's main depot from 1856 to 1868, when a larger one replaced it. it.

BOYD LOWRIE of N.Y. Chapt. of R&LHS has learned from Gary M. Pollock of the Scotian Railroad Society, that the latter is working with the Nova Scotia Museum on a plan to house their collection in a Museum of Transportation and Industry at Stellarton. Besides the steam loco *Georgia Peach* and 4 cars, they have much other rail memorabilia. They put out a fine

A highlight of R&LHS Spring San Francisco meeting was cable-car riding.
Photograph by Bart Gregg

Powell & Hyde, and Powell & Market Sts. cable cars mount another hill.

Canadian newsletter. For more info write Gary at Box 798, Armdale Postal Station, Halifax, N.S., Canada.

R.B. CLERE, P.O. Box 111, Windsor Locks, Conn. 06096, is traveling to the West Coast this summer and wants to buy a complete list of U.S. railroad radio frequencies. He lists the following as of primary interest: *Lake Shore Limited,* Springfield, Mass., to Chicago; *San Francisco Zephyr,* Chicago, Reno, and Oakland. He's also interested in the area from Fresno south to Bakersfield, and the Tehachapi area; the *North Coast Starlight,* Oakland to Seattle, Wash., including locales in Oregon, and Bellingham, and north Cascade area. Heading east, *North Coast Hiawatha,* Seattle to Chicago; the *Broadway,* Chicago to New York, and the *Banker,* New York to Hartford. Mr. Clere has a programmable scanner.

Still roaming in New England, Howard D. Goodwin writes that the Railroad Historical Society of Cape Cod is putting out a cacheted cover for the 105th anniversary of the railroad arriving in Woods Hole, Mass. It has a cut of an old train and the info: "Old Colony opened Cohasset Narrows to Woods Hole on July 20, 1872." It will be postmarked on July 20, 1977, at Woods Hole. The cover is available for 50¢ each, plus SSE #10 envelope, from Howard at 10 Monument Neck Rd., Buzzards Bay, Mass. 02532.

AMTRAK'S west coast Mr. Public Relations, *Interesting Railfan* Art Lloyd, had more pots bubbling on the front burner lately than your Aunt Mabel ever had in the old family homestead. Art worked tirelessly with *Interesting Railfan* Fred Stindt and others of the R&LHS Pacific Coast Chapter for the success of the Society's annual meeting held in San Francisco and Sacramento in late April and early May. However, when Art, a chapter member, thought he'd be able to break bread with the clan, Amtrak scheduled him to ride behind ex-4449 on the haul from El Paso to Oregon via Oakland, just as the curtain was going up on the Society's three-day outing across San Francisco Bay. I wonder, now that the *Daylight* is back home, if any future trips are in the works?

The Pacific Northwest Chapter of NRHS will host the annual convention next year. While the 1978 itinerary hasn't yet been made up, I wonder if it will include the 4449. Meanwhile, all roads point to Roanoke for this year's convention in Aug., and early Sept. Washington-Mason carbarn in 1880, took to the San Francisco streets recently with ceremonies at the Powell and Market turntable. The little hill-climber has been rebuilt and sports the new paint scheme, a prototype that will apply to all Powell cable cars as they are rebuilt.

LOTS OF RAILFAN action in Dixie. East Carolina Chapter of NRHS newsletter, *The Tarheel Telegrapher,* reports that a new loco has joined the chapter roster, it being a Whitcomb from the Atlantic Saw Mill Co. One proposal before the members is that they combine the best parts of it and the Whitcomb they already have to obtain a good working model of a 50-ton Whitcomb.

The boys at Piedmont Carolinas Chapter, NRHS, summer heat and lall, are busy at work arranging Oct. 29-30 week-end trip behind Clinchfield's One-Spot from Spartanburg, S.C., to Erwin, Tenn., and return.

George G. Weiss reports that Cannonball Rail Excursions, P.O. Box 2066, Augusta, Ga. 30903, are planning to run ex-T&P 610 on Sept. 10, 11, on a French Cannonball from Hendersonville, N.C., to Bull's Gap, Tenn., and return each day, with a 20-car consist. Charleston-NRHS will run a Sept. 24 trip behind 4501, Charleston to Columbia, S.C., round trip.

Oct. 1 will find Heart of Dixie-NRHS railfanning behind 610, Birmingham to York, Ala. The Atlanta-NRHS on Oct. 8, 9, also behind 610, running out of Atlanta to Toccoa, Ga., and return. Tenn. Valley Museum run their annual fall trips Oct. 15, 16, 22, 23, Chattanooga to Crossville, Tenn., round trip behind their old favorite, 4501.

The last week-end in the month finds Old Smoky-NRHS with 4501, Knoxville to Asheville and return. And then Chessie with ex-Reading 2101, after spending August in Ind., Ohio, and W. Va., will be criss-crossing through Virginia most of Sept., and in Maryland in early Oct. To keep abreast of the schedules write Chessie Stea m Special, Dept. C-J, Chessie System, 2 N. Charles St., Baltimore, Md. 21201.

A 60-PAGE Postal History Monograph of the 1874-1908 period comprising states of Calif., Nev., and Ore., together with the Territories of Alaska, Ariz., Ida., Mont. Utah, and Wash., has been compiled and written by Charles L. Towle, co-author of Towle-Meyer *Railroad Postmarks of the U.S.,* 1861-'86. It includes pix of Reno & Virginia City route agent mail train, organization of the railway mail service, early history of the 8th Div., reproductions of weekly general orders with explanations, bibliography, and the significance of postal history records, plus much else, at $2.50. Order from Edwin B. Bergman, membership director, Mobile Post Office Society, 5030 Aspen Dr., Omaha, Neb. 68157.

MAYBE YOU can help Frank White, publisher of *Midwestern Rails,* who is still looking for CGW photos for a diagram book he wants to publish. He wants Westinghouse Center Cab 2, 3, 4; also TR-2 58, Mogul 485-'87, 2-6-2 270-'72, 2-8-0 700-'04, 733-739, 713-'19, and 2-10-4 867, 872. That's *Midwestern Rails,* 208 N. Stewart St., Geneseo, Ill. 61254. Frank puts out a good journal for Midwest railfans, $7.50 for 12 issues.

BOOKS of the RAILS

by Gorton T.H. Wilbur

Walking a narrow plank, laborers cross between bridge segments during construction of a railroad bridge over Oregon's Crooked River in 1911. Each morning, workers climbed to their jobs—320 feet straight up—on swaying rope ladders, as told in *Railroads: The Great American Adventure*. Oregon Historical Society

THE 50 BEST OF B&O, By Howard N. Barr, 52 pages, 9x12″, spiral-bound, photos with captions, Barnard, Roberts & Co., Inc., $10.90. (Available from Railroad Magazine Book Service.)

This portfolio of 50 8x10″ Baltimore & Ohio photos, mostly steam, but with a few early diesels, taken in the 1940's and '50's by B&O historian Howard N. Barr, is quite timely in the road's Sesquicentennial year. It's a good selection, covering the Baltimore, Cumberland, Pittsburgh, and Monongahela Divisions, meticulously reproduced in b/w on heavy print-quality vellum, one paper per page with captions, one side of sheet. Being spiral-bound, the pictures can easily be removed for framing. Some prints are so sharp you can almost taste the cinders. And you get a bonus with each copy—Harlan Hiney's "The 4633 Q4b" in 8x10″ color print and two color postcards with envelopes.

Howard Barr is no stranger to rail historians. Freeman Hubbard wrote him up as *Interesting Railfan* No. 69 in our Sept. '68 issue. No better testimonial of Howard's knowledge and prowess as a photographer could be displayed than the contents of this book.

1977 STEAM PASSENGER SERVICE DIRECTORY, INCLUDING ELECTRIC LINES AND MUSEUMS, 152 pages, 5½x8½″, softbound, photos, locations, schedules, Empire State Railway Museum, Inc., $3. (Available from Railroad Magazine Book Service.

This is great for the vacationing and locale-bound railfan alike—those looking for steam and electric lines to ride and interesting rail museums to visit in the U.S. and Canada. It includes complete timetables, fares, and pix of over 130 steam-operated lines and trolley and railroad museums, with a full-color cover. The standard guide-book to tourist lines. We use it often in our own research.

WHERE TO WATCH TRAINS, by Harry Ladd, 118 pages, 8½x11″, softbound, state and rail maps, road abbreviations, $5. Calif. residents add sales tax. (Available from Railroad Magazine Book Service.)

Harry has done a valuable service for railfans with his carefully outlined state and regional area rail maps and key points where to see and photograph trains. Another good feature is the railroad abbreviation section. No longer do you have to figure out A&SAB, DW&P, CV, or ST&E, among other roads. They're right there: Atlanta & St. Andrews Bay, the Duluth, Winnipeg & Pacific, the Central Vermont, and the Stockton Terminal & Eastern. Many of the lines listed have merged with others, but some of their cars were never given the new marriage certificate. One fault to find was Harry's labelling MEC as Maine East Central. New Englanders could well object to their Maine Central having a middle name.

RAILROADS: THE GREAT AMERICAN ADVENTURE, by Charlton Ogburn, 200 pages, 7x9″, hardbound, photos, brochures, map, National Geographic Society, $5.75. (Available from Railroad Magazine Book Service.)

Anything from the National Geographic Society is bound to be excellent. This book is no exception. Much of what the rail historian already knows is included, but the author and the photographer, James Sugar, still manage to give it another dimension. The volume is profusely illustrated with color photos, paintings, and historic b/w pix, and presents essays evoking the legends and excitement of railroading. A view of His Excellency E.M. Frimbo (Rogers, E.M. Whitaker), a rail legend in his own time, with a train background (what else?) caught my eye. If the late national secretary of the Railway & Locomotive Historical Society, H. Lincoln Harrison, was a Col. Sanders look-alike, then Whitaker and Winston Churchill are from the same mold.

While you are reading this book, the words of naturalist Henry D. Thoreau ring true: "When I hear the iron horse make the hills echo with its snort like thunder it seems as if the earth had got a race now worthy to inhabit it." The Society is to be commended for another fine book—a railroad book at long last!

STEAM LOCOMOTIVES OF THE FRISCO LINE, by Lloyd E. Stagger, 122 pages, 8½x11″, hardbound, photos, rosters, timetables, loco diagrams, map, Pruett Publishing Co., $17.95. (Available from Railroad Magazine Book Service.)

Frisco steam fans have always boasted, and rightfully so, of the StL&SF locomotives with their maintenance and grooming, their beautiful whistles, melodious bells, and well-balanced design. This book is the first to document those engines. It is a fascinating pictorial excursion exploring the road's growth with emphasis on the 1928-'52 period and 150 fine glossy pix, also locomotive rosters and diagrams, timetables plus bibliography, index, and a Frisco map. *Interesting Railfan*, Howard Fogg's jacket painting, designed by Jim Kifer, give all the flavor of trackside watching a redball Frisco freight thundering by.

Periodicals and Journals

NATIONAL RAILWAY BULLETIN is edited by Wm. C. Wagner, one of our *Interesting Railfans,* for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. This is the first NRHS *Bulletin* for 1977, Vol. 42, No. 1. It carries a lead article dear to the heart of trolley fans, especially those of the Electric Railroaders' Assn., "Trolley Transit in New York," by David Gurin. Other good articles are Patrick E. Purcell's "When Code Duello Rode the Rails," Willard H. Hart's recollections of a "Railfan in Clerical Collar," Bill Wagner's picture-story "Automatic Transportation," and a fitting testimonial to our late friend and *Interesting Railfan* John W. Barriger.

TRAINSHEET is edited by Peter J. Rickershauser for the Railroadians of America. This dedicated New Jersey-based historical society is justly proud of its quarterly journal. The organization has been publishing the interesting, *The Next Station Will Be . . .*, a pictorial account of 1910 era depots of railroads running through northern New Jersey, Rockland County, N.Y., and extreme northeastern Penna. Another one is about due.

The *Trainsheet's* articles on northeastern steam lines are competently written and well illustrated. For instance, a piece in the Spring issue should provoke memories for Port Jervis's Gerry Best in "The Life and Times of the Delaware Valley Pocono Shortline," by editor Peter Rickershauer. Articles and comments for *Trainsheet* should be sent directly to Peter at 4200 9th St., Des Moines, Iowa 50313. Rail historians interested in learning more about the organization should contact *Interesting Railfan* Warren B. Crater, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

MASS TRANSIT, edited by C. Carroll Carter, is published monthly, except for a combined July-August issue, at 538 National Press Bldg., Washington, D.C. 20045. A good modern look at today's problems in pix and text. Technical editor Harre W. Demoro, out of Oakland, Calif., one of our own authors and *Interesting Railfans,* is a definite plus for a good publication.

RAIL AND TRANSIT is edited by David Smith for Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada M5W 1AZ. This is a notable slick-paper organ, very well put together, with clear pix. *Rail and Transit* is published bi-monthly by UCRS for $1.25. Members receive it as one of the benefits of membership at $13 a year. Non-members can subscribe by contacting the Society. UCRS has been publishing railway material since its inception in 1941 and that of its predecessor in 1935.

TRAINLINE is edited by Patricia L. Schulze for Tourist Railway Assn., Inc., a non-profit New York State corporation chartered to further the aims of tourist railways, rail museums, rail excursion operators, private car owners, suppliers, and railfans. For further info on this slick bi-monthly write TRA, Inc., 3315 Skyview Drive, Burnside, Minn. 55337.

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FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

WANTED: Timetables, lanterns, keys, cap badges, china, other items of railroad interest, one or a collection.—Jim Prokes, 7850 S. Kenneth, #10, Chicago, Ill. 60652.

TIMETABLES FOR SALE: New lists quarterly, send SSE for latest list. Paying maximum prices for your collections, one or a thousand,—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

EUREKA SPRINGS RAILROAD and Missouri & Arkansas RR. Museum. Newsletter $1. Information packet on organization $5 (refundable).—2421 N. Ramsey, Springfield, Mo. 65803.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

PAUL GARDE, 35-SLIDES CO., BOX 6098, Colorado Springs, Colo. 80934, out of business except to sell some slide collections of railroads and trolley in East and South-Southeastern regions. Large SSE for info. State wants.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate; $2. Also eager to buy all stock certificates and bonds!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

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1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

RAILFAN LOCATIONS, branch lines, diesel rosters, news, photos, and maps in *Midwestern Rails*, 12 issues only $7.50—White Publishing 208-L, N. Stewart St., Geneseo, Ill. 61254.

BOOK SEARCHING SERVICE: It's possible to locate almost any book published; also pamphlets, guides, catalogs, periodicals, maps, history, etc.—BOOK STOAR, 1111 Colcord, Waco, Texas 76707.

NEW ENGLAND DIESELS, by Albert and Melvin. From beginning diesel power through present, containing over 420 photos, map coverage, full indexing, 232 pages, hardbound, numbered, $24.95 postpaid. Large SSE brings flyer.—George R. Cockle and Associates, Box 1224 DTS, Omaha, Neb. 68101.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

PENNSYLVANIA RAILROAD Ry. Post Office and theatrical baggage cars available for long-term lease or possible permanent loan to fan group, museum, etc. Suitable for operation or use as exhibit cars. Write Curator, Box 128, Ringoes, N.J. 08551.

FOR SALE: fantastic timetable grab-bags, $10 bargain. Clear plastic timetable slip covers, $7.50 per 100. Wanted: all timetable collections, any size, top $ paid.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

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TRAIN BUTTONS (PINBACKS). Most unusual kinds! Many roads, emblems, scenes, etc., $1.25 each, 7 for $6, 10 for $8. Available also as necklace, key chain or mirror, $1.50 each. Your own photo instead, $1.50. Order today!—Boyar, Box 508R, Bound Brook, N.J. 08805.

CHICAGO & NORTH WESTERN RR. system memorabilia wanted, 1836-1977.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

RAIL CARDS: Our new line of high-quality, full-color postcards is always growing. Send for our catalog and price list. Dealers' inquiries invited. Rail Card, P.O. Box 801, Manhattan, Kan. 66502.

FOR SALE: A new book, *Detroit, Its Trolleys and Interurbans*, 48 pages, with photos and maps, $2.75.—Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026.

FOR SALE: LIRR slides, photos, cassette tapes, Alcos GP38, MP15, MI's station and branch tts. Some B&M and Steamtown. Send SSE and $1 for list and sample to William Mosher, Box 221, Lisbon, N.H. 03585.

BRITISH STEAM PHOTOGRAPHS: Pre-nationalization, some date back to the 1920s. Many complete train shots. Sent on approval. You pay airmail postage both ways. No list; state wants. Smaller sizes in groups of 100 or more. Size 616, 75¢ each. Size 122, $1.25 each. 5x7, $5 each. 8x10, $7.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

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VIRGINIA & TRUCKEE genuine shipping bills, shipping orders, bills of lading, 1876-1915, $4 each ppd. Send SSE for information.—Malcolm Bauer, P.O. Box 164, Hathaway Pines, Calif. 95233.

MAKE OFFER. Engineer's steel seatbox, L2 NYC steamer. Cushions need recovering, otherwise good.—Wayne Reedy, Rte. 3, Box 112, Middletown, Ind. 47356.

FREE: INFORMATION about Virginia's scenic railroad, the Alleghany Central, Covington, Va. Steam engines #1286, 1238, 606. Send SSE.—J.C. Sanfor, 1128 Hamilton Ave., Clifton Forge, Va. 24422.

CINCINNATI, NEWPORT & COVINGTON RY., 798 negs. for sale. 5 sizes from 2¼x3¼ to 3¾x4¾; dupes in most sizes, $400; good to fair.—Clifton E. Hull, 203 E. 16th Street, North Little Rock, Ark. 72114.

RAILROADIANA: I buy, sell all matter of railroadiana (tts. passes, guides, maps, printed matter, magazines, etc.). SSE with your specific requests.—Nestle's Railroadiana, R.D. 2, Greenwich, N.Y. 12834.

FOR SALE: European railroad pictures. Austria, Finland, France, Spain, Germany, Portugal. For list send SSE.—William Anthes, Jr., 30 Kendall St., Springfield, Mass. 01104.

QUALITY ORIGINAL KODAK-PROCESSED slides for sale. Wide variety of locomotives from Milw., CNW, BN, ROCK, ICG, plus other Midwestern and Western roads. SSE for list.—Paul Schneider, 107 E. Green Tree Rd., Glendale, Wisc. 53217.

SOUTHERN PACIFIC ALCOS. This ten-color slide sampler is on sale through the end of August for $5.40. Included are examples of various models and paint schemes. You will also receive our extensive listing of Southern Pacific color and black-and-white slides.—The Train Hound, 360 Fawk Street S.E., Salem, Ore. 97302.

NEW ZEALAND STEAM PHOTOS: Steam, some date back to the 1920s. No list; state wants. Sent on approval. You pay airmail postage both ways. Size 616, $1 each. Size 122, $1.50 each. 4x5, $6 each. 8x10, $8 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PRE-1940 TRUCK PHOTOGRAPHS: Fageols, Macks, Whites, GMC, Republics, Federals, MacDonald, Ford, Nash, Mogul others. No list; state wants. Sent on approval. You pay first-class postage both ways. 5x7, $5.50 each. 8x10, $7 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PRE-1940 AIRPLANE PHOTOGRAPHS: Send $1 for List Air-1. Size 8x10, only $7 each. Sent on approval. You pay first-class postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PRE-1940 CALIFORNIA BUS PHOTOGRAPHS: Send $1 for list Bus-1. California Transit, Motor Transit, LARY, Key System, SF Muni, Greyhound, Oakland Muni., Shasta Transit, San Diego Electric, Sunderland, United, Yelloway Greyhound, Santa Fe, Trailways, many others. Size 5x7, $6 each. 8x10, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

STEAM: 4449 AND CHESSIE STEAM SPECIALS. Limited number original slides available for the two major steam events of 1977. See 4449 on its Amtrak transcontinental excursion and its rare swing through the East on Southern's Atlanta-to-Washington trip last August. Also Reading 2101 on the Chessie Steam Specials. All slides are originals, not duplicates. Sets of 15 for $9.95 (we pay postage). Specify 4449 (Set A) or Chessie (Set B). Many other RR. subjects available—send $1 with large SSE for catalog and sample.—John McCourt, 4133 Comly St., Philadelphia, Pa. 19135. ●

Coming Events

(No charge for listing here)

STEAM passenger train, ex-Reading 2101, on Chessie System for B&O's 150th birthday this summer on trips from points in Mich., Ill., Ind., Ohio, W. Va., Va. Possible fall foliage trips. Open-window coaches, air-cond. cars, first-class accommodations, snack-concession-baggage car. Photo run-bys. Write Chessie Steam Train, 2 N. Charles St., Baltimore, Md. 21201.

Summer and fall reserve-seat steam trips; guided roundhouse tour, vintage Western equipment. Info from Sierra Railroad, Drawer 515, Jamestown, Calif. 95327, or call 415 398-3178.

Black River & Western steam trains, Ringoes to Flemington, N.J., roundtrip, Sats., Suns., holidays until Dec. Some trips Tuesday thru Friday, July & Aug. Info from BR&W R.R., P.O. Box 83, Ringoes, N.J.

Valley Railroad steam trains, Essex to Chester, Conn., week-ends thru Oct., daily to Labor Day. Take Conn. I-95 to exit 69, then Rte. 9 to Exit 3. Contact Valley RR., Essex, Conn.

Wilmington & Western steam train Sat. & Sun. all summer from Greenbank station near junction of Del Rtes. 2, 41. Lv. 12:30, 2, 3:30 p.m. Adults $2.50, kids 3-12 $1.50. Send SSE for brochure to Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036.

Little River R.R. steam train, Pleasant Lake to Angola, Ind., week-ends, holidays, all summer behind Pacific 110. Lv. Pleasant Lake 1:30, 3:30; Angola 2:30 p.m. Adults $3, kids $1.50. Charles Willer, P.O. Box 178, Angola, Ind. 46703.

July 23: steam excur. behind ex-T&P 610, Lexington to Louisville via High Bridge, round trip. Open-window and air-conditioned coaches. Lv. Lexington 9 a.m., return about 6 p.m. Adults $19, kids $15, box lunches $2.75. Bluegrass RR. Club, 346 Desha Rd., Lexington, Ky. 40502.

July 30: Night train special leaves Newfoundland, N.J., 8:30 p.m. for Beaver Lake. 20-mile trip behind ex-U.S. Army 4039, 0-6-0, Alco, 1942. Open cars, photo run-bys. Adults $5. Kids under 12, $2.50. Morris County Central R.R., P.O. Box 179, Newfoundland, N.J. 07435.

July 30, Aug. 13 & 28: Visitors' Day. Track construction mini-workshop, tour of future transit system route, 35-mile ride on Oregon, Pacific & Eastern steam train, $20. Free camping available. Proceeds will buy material for community-owned trolley system. Contact Jim Hinman, Cerro Gordo Traction Ry., Box 569, Cottage Grove, Ore. 97424.

July 30: Trolley Car Pageant: over 20 trolleys, interurbans, rapid transit cars pass in review. Short historical presentation given on each car. Adults $3, kids (5-11) $1.50; under 5 free. Museum operates cars 11 a.m.-5 p.m. Sundays thru Nov.; Sat. & Sun. thru Oct., daily thru Labor Day. Take Conn. Turnpike I-95 to exit 51 (eastbound) or exit 52 (westbound) to Branford Trolley Museum, East Haven, Conn.

July 31: 6th annual Dutch Train Meet, 9 a.m.-5 p.m., Fire Company field house, Pine St., Hamburg, Pa. Railroadiana, scale, tinplate, etc., 330 tables, door prizes, free auction. Pre-registration $2, women $1, 8′ tables $3, registration at door costs $3, kids free. Write Sam Lenhart, RD1, Leesport, Pa. 19533. (SSE)

Aug. 11-13: national convention National Assn. of Timetable Collectors, Ramada Inn, North Haven, Conn. Exhibits, side trips, presentation, banquets, dealer displays. Get details on dealer space, etc., from Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

Aug. 13: ex-Southern 4501, Raleigh to Fayetteville, N.C., returning over Norfolk Southern. Next day behind 4501, Raleigh to Chocowinity, N.C., and return. Write East Carolina-NRHS, Caboose 5228, Farmville, N.C. 27828.

Aug. 18-23: Silverton-Cumbres Safari on Colorado slim-gage trains. Sept. 29-Oct. 21: Eastern Europe Rail and Cruise Adventure. Visit places of interest in Balkan countries, incl. Greece; cuise on Aegean Sea. Contact James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Aug. 20-21: ex-T&P 610 Alexandria to Monroe, Va., round trip both days sponsored by Washington, D.C., and Potomac-NRHS. D.C. Chap. is P.O. Box 487 (Ben Franklin Sta.), Washington, D.C. 20044. Get Potomac info from Stephen Salamon, 12411 Eastbourne Dr., Silver Spring, Md. 20904.

Aug. 28: Lv. Los Angeles 9:30 p.m. in through Pullman for NRHS convention, Roanoke, Va. LA-Atlanta via *Sunset Limited/Southern Crescent,* then to Roanoke on steam-powered Convention Special. Package incl. railfare, hotel in Roanoke, all convantion activities, optional rail or air-return. Trax Travel, 1506 W. Grand Ave., Pomona, Calif. 91766.

Aug. 31- Sept. 5: annual NRHS convention, Roanoke. All-day steam and branch-line diesel trips, tours of N&W shops. Banquet address by John P. Fenwick, president, N&W Ry. Details from local chapters, or contact Roanoke Chapter, P.O. Box 13222, Roanoke, Va. 24032.

Sept. 10 & 11: French Cannonball behind ex-T&P 610, Hendersonville, N.C., to Bull's Gap, Tenn., and return. 20-car train includes cars named Man-o-War, Queen & Crescent Club, *Missionary Ridge,* and *Lookout Mountain.* No smoking cars. Contact Cannonball Rail Excursions, P.O. Box 2066, Augusta, Ga. 30903.

Sept. 15-18: 719th Ry. Operating Battalion annual reunion Sahara, Las Vegas, Nev. Write R.E. Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154.

Sept. 24: ex-Southern 4501, Charleston to Columbia and return, sponsored by Charleston-NRHS, P.O. Box 12331, Charleston, S.C. 29412.

Sept. 24-25: Bluegrass RR. Club sponsoring 550-mile two-day round trip over entire length of Clinchfield, featuring high trestles, deep gorges, 108 tunnels, thru 5 states behind steamer One-Spot and F units, meals enroute, motel rooms, meals at Spartanburg, S.C. Details from Carl E. Adkins, BRRC, 1821 Gettysburg Rd., Lexington, Ky. 40504. ●

Pen Pals Wanted

(No charge for listing here)

Miss Karen M. Schultz (age 35), 449 21st Street, Apt. 6, Ogden, Utah 84401, railfan, keypunch operator and clerk at Hill Air Force Base, collects tts., train pix, rr. postcards. Needs mail to keep from being lonely because of her deafness since infancy.

Miss Filomena C. Catan (age 27), 546 Gate 5, Unit II, Carbon, Cebu City, Philippines, 6401, college grad. wants to hear from well-educated railfans or rr. men of good moral character.

Alan Perl, 67-31 Yellowstone Blvd., Forest Hills, N.Y. 11375, will correspond with any engine- or trainman in East.

(Mr.) Merlin L. Marlowe (age 21), RR 2, Fairfax, Minn. 55332, will correspond with girl (18-21) who believes in better Amtrak service. If in his era, he'd like to ride trains with her.

Miss Sally Cruz (age 32), 494 Second Unit Carbon Market, Cebu City, Philippines, 6401, grocery salesgirl.

Robert Larson, 2004 S. 4th St., Rockford, Ill. 61108, didn't tell us his age, but wants to hear from railfanettes.

(Mr.) Geraldo Evell (age 25), P.O. Box 31, Brooklyn, N.Y. 11202, will correspond with any female interested in NYC area rail transit, railroads, or radio rr. monitoring.

Miss Janet Deal Cort (age 24), 732 Katipunan St., Tisa, Cebu City, Philippines, 6401, seeks overseas friends.

Miss Villa Kanico (age 31), 450 Cansojong, Talisay, Cebu City, Philippines 6401, businesswomen, likes to write letters.

Volker Gauss, (age 16), c/o Herbert Gauss, Deutsche Bundesbahn, Bundesbahn-direktion Karlsruhe, Lamstrasse 19, D 75, Karlsruhe, Federal Republic of Germany, wishes to correspond with son of rr. employee. Interested in sports, guitar, stamp collecting.

Miss Sita Yonger (age 24), Juan Oamena Ext. Gochan Hill, Cebu City, Philippines, 6401.

Joseph E. Pelan (age 29), 1842 Shore Rd., Seaville, Ocean View, N.J. 08230, single, will correspond with girl railfans, esp. those interested in SP. ●

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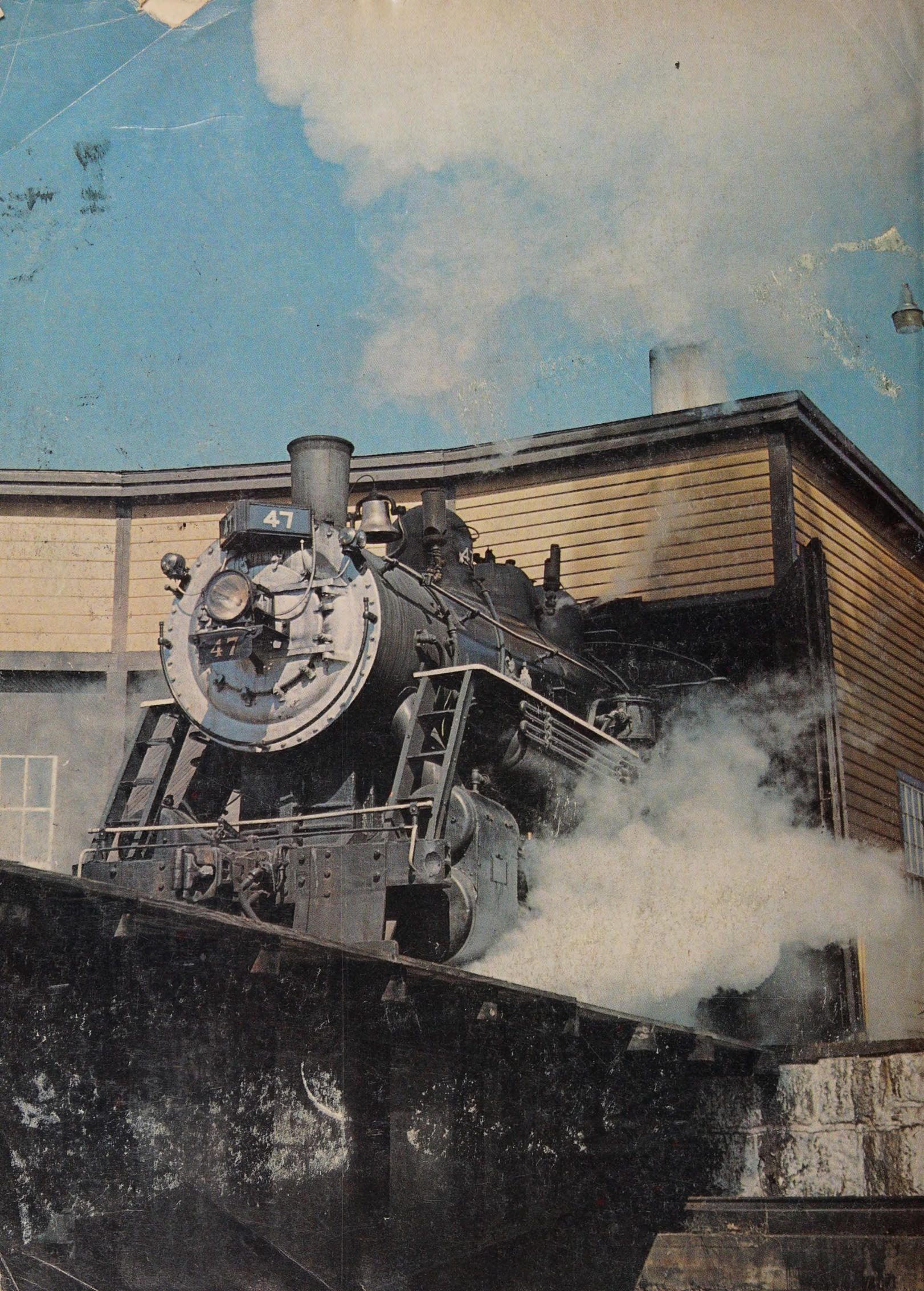
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